Jim Crow Car Laws - 1918

THE EVIL INFLUENCES OF JIM-CROWISM

The Chicago Defender March 16, 1918.

As Illustrated By Efforts of the W. B. & A Railway to Jim-Crow Its Colored Passengers From Baltimore to Washington

BY DEAN WILLIAM PICKENS

When they have two cars coupled together to start for Washington, one employee stands by the entrances and directs white people into the front car and orders colored people into the rear car, regardless of the seating space in each. Colored people are usually law-abiding and orderly, and unsuspectingly go where they are directed. In this way the officers of the company intended for the employee to diplomatically sift the Negroes into a separate car, no doubt,—but when inferiors are given such a commission they are always likely to go too far, to forget diplomacy and show the REAL spirit of the matter.

These two evil results invariably follow any Jim Crow scheme:

1. The employees become insolent to the people against whom he knows the Jim Crow is directed.

2. The place for this weaker people is allowed to become insecure, uncomfortable and unprotected.

On March 13th the employee was steadily Jim-Crowing the colored men and women by this cunning scheme, and his very success had made him insolent; so that when I appeared and started for the front car, he said harshly: "Into the other car!"

I replied indifferently: "I wish to go into this one."

He then thundered: "I say you have got to go into THAT car, and you can't go into this one!"

I replied: "I am going into this one," and I went, altho I had to remove his arm with which he sought to obstruct the entrance. He had the nerve to seize me by the foot as I went up the steps. I kicked him loose promptly. Then he started out as if to call an officer to arrest me because he had imposed upon me. I indicated that I would be delighted to see an officer, and he changed his mind.

Then I informed him that for him to take hold of me was assault, and I told him that he must not use his hands again or I would have to use mine. He "got" me.

Now, some officer of the road may have instructed this employee to Jim Crow the colored people by diplomacy, but does not intend for him to attempt to do so by taking them by the heels or by the throats. And if the fellow had sense enough not to attempt force and not to interfere with a man when he saw that THAT man evidently knows his rights,—then the scheme would work in the great majority of cases. But when you give an inferior a wrong to perpetrate, he is very likely to exceed the moderation with which you intend for him to perpetrate that wrong.

Now as to the second danger of Jim Crow,—the insecurity of our "Jim Crow corner." I later went into this rear car of my own accord, because I saw friends there with whom I wished to confer. There were colored men and women, including a first lieutenant of the United States Army and his mother. There were a few white men, including the conductor and other employees of the road. This car had a separate smoker end as had the front car, and the colored men who wanted to smoke went into this smoker. But we had not got out of the city limits when this conductor (number 218) and another employee (number 170) coolly began to smoke right over the heads of the colored women. Personally I hate smoke and never want to sit in it. Not for that reason, however, but as a courtesy to these women I asked these men to stop smaking or go into the smoker. The other white passengers had already followed the conductor's example and begun to smoke.

The conductor at first hesitated to comply with my request, and when he saw me looking for his number, he blurted out: "It's number 218."

"Thank you," said I, "I will make the best possible use of that number. You may depend on me."

Lieutenant Love had joined in the protest, in defense of his mother. Seeing that I was in earnest, the conductor put out his smoke and the other men put out theirs. But a few of them looked a bit surprised that any colored person should object to smoke.

And yet some people think that colored people object to Jim Crow because they "want to be with white people." That is conceit. When the Negro is thrust out of proximity to the decent white man, he is generally forced into the company of the bad white man. This last is what he objects to. What honest white man will blame a colored person for preferring the company of decent white people to that of the indecent? The colored people are better protected when they are not "separate." I heard Principal Moton, of Tuskegee Institute, say that he would rather ride from Norfolk to Richmond protected by the presence of one respectable white woman among the passengers than to have the protection of a sheriff. His meaning is plain. It had no reference to "sassiety." If black and white women are riding in the same car the white man's laws will not allow the white ruffian to cuss and smoke in that car. It is the same in all segregation. The mobs in East St. Louis could not have set fire to the Negro section if there had been no "Negro section." A lower-class white man thinks and feels that segregated colored people have no rights which he is bound to respect.

The colored people must resist Jim Crow in every legal way. It is their worst enemy. They must submit to it only where the laws of the land compel them for the time being to submit. They must seek to change thos laws.

EGRO PASSENGER IS UMILIATED BY W. B. A

Daily Herald 7-10-18

Baltimore, Md., July 8, 1918.

To the Editor of The Daily Herald:

I see published in the leading race papers that a conference of Editors and leaders of our race was held in Washington to consider methods by which "Negroes may best aid the nation to win the war". Taking under consideration that the colored citizens of America have and are still buying Thrift Stamps and Liberty Bonds and are fostering everything that is essential to the successful conduct of the war even to offering their sons on the altar of sacrifice, I don't think such procedure is necessary at this time as our course is paramount with all good Americans. There is another matter I would like to call your attention to and I believe all other colored citizens should be interested in it. On June 16th 1918, I went to the W. B. & A. Station and purchased a ticket for Washington. When the conductor called "all aboard for Washington" I went like all other passengers to board the train but there were eight passengers all white ahead of me and when I attempted to board the train, the conductor informed me that I was to take the rear car which I declined to do. I told him I had purchased my ticket and had business in Washington and the front car was good enough for me as I could only occupy one seat at a time. The conductor then remarked if I did not take the rear car I would not get on any and called an officer, who also told me to get on the rear car to which I again declined. He then threatened to have me arrested for obstructing the passaage. I told the conductor and officer since I had purchased a ticket to Washington under the Interstate Commerce Law my rights were equal with those of other passengers. To which the officer said he had nothing to do with the trains as the conductor had charge of them. Then another man came up and said he had charge of all of the trains and if I did not want to ride on the rear car to go and redeem my ticket as the company was not catering to colored patronage. Then the Station Master told the conductor to find me a seat in the front car, which he did and he also instructed one of the members of Baltimore City police force to get on the train and if I (moved) changed my seat to drag me off and lock me up. I told him I only wanted one seat. I sent a copy of this letter to the company but to date I have not received any answer.

Respectfully,

L. H. DAVENPORT.

SENATOR TRAMMELL'S JIM CROW CAR BILL FOR WASHINGTON.

Daily Herald

TO SEPARATE RACES ON CARS.

April 22, 1918

Bill by Senator Trammell, of Florida.

"Separation of the white and Negro races on District street cars is demanded in a bill introduced yesterday by Senator Trammell, of Florida. The Senator's scheme contemplates "divisions, separate cars and moveable screens" and other devices.

The Senator would fine the transportation company $500, or put the officers six months in jail, for violation of his proposed law. The conductor would get $50 or 60 days, and the passenger $50 or 60 days. He is willing to make an exception in that colored nurses do not have to be separated from their white charges."

—WASHINGTON POST April 21..

Senator Trammell needs an introduction to the people at large. He is from the great and highly enlightened and progressive state of Florida where five Negroes were lynched about a year ago, two of them being women, one in an advanced state of pregnacy.

The Senator's career since his entrance into the United States has not been distinguished by meteoric brilliancy but he now seeks fame by the pathway of racial prejudice, the route by which he climbed into the upper House of Congress and by which route he, no doubt, hopes to maintain his popularity with his "constitoo-ents" and thus continue to warm the upholstery in the Senate Chamber.

There is no political issue in the South so easy to arouse race hatred and secure office for the race agitator as the racial issue and is therefore the most appealing of all issues to the little, petty office hunting horde of latter day politicians of the south who seek to swap poverty or mere comfortable living and

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obscurity for a good salary, the notoriety and high social status which come to those who hold high official position. It is for that reason that such men rant and paw the air as they hold up the Negro to scorn and contempt in their campaign districts, inflaming the minds of the white voters and sowing the seeds of violence and mob law in their endeavors to annex themselves to good fat offices.

And when they break into Congress they use that powerful and dignified chamber as the forum from which to continue their assaults upon a people who are helpless because deprived of the ballot by the same men and cannot strike back.

We do not believe Senator Trammell expects his Jim Crow Bill to pass. Such bills are offered year after year by statesmen of the calibre of the great Senator from Florida. It is understood in informed and up to date circles among southern statesmen that such bills are for home consumption and intended only to buttress the fortunes of the wily political strategist and to remind the folks at home that their interests are next to his heart and that they must keep the "Nigger" down and in his place.

If it could be believed that, with the terrible situation overhanging the nation, the dangers and perils which threaten all its citizens, black and white, and the dire necessity for unity and perfect accord among all of every race, any politician dared to hope to press thru such abominable legislation it would be a crime, less in degree only, to that which Prussianism is perpretrating on the peoples of the earth.

It is an outrage that such a measure could be offered at such a time in either house without rebuke.

It is probable that Senator Trammell has not read the telegram published from Secretary McAdoo in praise of the patriotic response of the Negroes of Florida to the appeals of the Government.

It is just as well that notice be served on all race agitators that the day for racial oppression through legislation is drawing to a close. The Negroes are uniting and will fight to the last ditch every unjust and discriminating statute until not one is left on the statute books of the American States.

Proposes "Jim Crow" Cars for the Nation's Capital

By the Scrutinizer

Washington, D. C., April 26.—There has probably not been a bill introduced in the Senate in years that has caused the vast amount of talk in both political and social circles here as has the Trammell bill, framed to require separate car accommodations for the white and Race people in the District of Columbia, and fixing penalties for the violation thereof. At a time like this—with thousands upon thousands of the young men of the Race fighting in the blood-soaked trenches abroad for the democracy of the world—and for the preservation of the hides of such vermin as the man Trammell and others of his ilk, it hardly seems probable that such a bill will finally pass and if it should that it will be accorded the approval of our great President, Mr. Wilson. Here is something which will give the readers an insight as to the theory of the bill:

Section 1. Be it enacted by the senate of the house of representatives of the United States of America, in congress assembled, that all persons, associations of persons, firm or corporations operating urban and suburban (or either) electric cars as common carriers of passengers in the District of Columbia shall furnish equal, but separate, accommodations for white and Negro passengers on all cars so operated.

Sec. 2. That the separate accommodations for white and Negro passengers required by the provisions of Section 1 of this act shall be by separate cars, fixed divisions, movable screens, or other method of division in the cars.

Sec. 3. That on the car or division provided for white passengers shall be marked in plain letters in a conspicuous place, "For White," and on the car or division provided for Negro passengers shall be marked in plain letters in a conspicuous place, "For Colored."

Sec. 4. That nothing in this act shall be construed to apply to nurse of one race attending children or invalids of the other race.

There have been bills of this sort defeated in the past, many of them, and it is almost a foregone conclusion that this one will go the way of its predecessors along that line. Trammell is not nor never has been considered from a serious viewpoint here; in presenting this nauseating measure of his he is monkeying with a real boomerang, as it is bound to react to his detriment. While men of brains and with the welfare of the country at heart are framing rules, bills, etc., which will aid in the consummation of the great brotherhood idea for which we are at war, this nonentity is tinkering around making himself a ridiculous object to all who are acquainted with his rotten ideas. He should spend his idle moments in an effort to help swat the Beast of Berlin instead of trying to drag down the members of a Race who are laying down their lives abroad for something that skunks of the Trammell stripe are trying to steal entirely from from them at home. If there is such a thing as shooting men in the back, figuratively, that is just what Trammell is trying to do. Does this fellow realize that the members of the Race against which his bill will work whatever lack of accommodations and hardships might follow are patriotic Americans who do not have to take out naturalization papers and who, if they were not robbed of the franchise which is rightfully theirs, as provided by amendments to the constitution of these United States, would be able to go to the polls and defeat such men as make political capital out of Race baiting in the very seat of the government at Washington? Trammell should be satisfied to either accept the local transportation system's long considered perfect regulations, hire a taxi or get out and walk. The writer will soon make an effort to see whether this microbe is paying his way over the electric lines of the district or is riding on a pass. If the latter is found to be the case, proper proceedings will be instituted to straighten the matter out. This is a great world.

COLLEGE PRESIDENT DENIED SLEEPING CAR

(Special to The New York Age)

WILBERFORCE, Ohio.—President W. S. Scarborough of Wilberforce University has made a strong protest to the Railroad Administration against the abomination of the "Jim Crow" car system. The Administration takes refuge in a general way behind the state statutes, that provide for separate cars, but at the same time pronounces in favor of "adequate accommodation for both white and colored passengers." The correspondence, which will be found quite suggestive, is given below. President Scarborough wrote to Director-General William G. McAdoo as follows.

My dear Sir: The way colored people have to ride in the South is absolutely shocking. The "Jim Crow" system is an abomination. I am writing to you because I am sure that you do not approve of it. I am sure that so far as possible you will lend the weight of your great influence to bring about a change in this respect. I cannot believe that our great government that now controls these roads approves of this treatment.

The Negro went into this war with all the patriotism that one could have and is fighting with the courage and bravery of the best for democracy. Yet he is humiliated, especially on roads that pass through our Southern country. Only on rare cases can he get a berth in a sleeping car. Not long ago, while in Nashville, the writer of this letter tried to get a berth to Cincinnati, but failed on account of his color, and yet at the same time this man was doing all in his power to help the War Department get the best in his race for the officers' training camps and for service over seas.

The government controls the roads and this condition should not exist. You must know, my dear sir, that I felt humiliated and greatly embarrassed. Others like myself, holding similar positions, and who represent the best in our life, have been likewise humiliated. I am writing to beg relief from such embarrassment, and I believe that you, as railroad director, will lend a hand to change conditions.

The reply to the above letter, signed by Ballard Dunn, Assistant Actuary, was as follows:

Mr. McAdoo has referred to me for attention your letter of November 7, in which you complain about the so-called "Jim Crow" system. In reply, I beg to advise that the railroad administration is obeying laws of the several states with reference to separate accommodations for colored and white patrons. If these laws are objectionable to you, your remedy is with the state legislatures, over which the railroad administration has no control. It is hardly necessary, I presume, to say to you that the courts have upheld these state statutes.

The jurisdiction of the railroad administration ends when it provides adequate accommodations for both white and colored passengers, so far as it is possible to do so under existing war-time conditions. No railroad may practice discrimination. As there is no specific charge of discrimination in your letter I feel that I am not in a position to help you in your campaign against the so-called "Jim Crow" system. If at any time you have definite information about the mistreatment of a passenger I would be very glad to have the case investigated.

WINS DISCRIMINATION SUIT AGAINST RAILWAY

Special to The New York Age.

WASHINGTON, D. C.—Dr. Julia P. H. Coleman, one of the best known and most successful business women in the county, won a notable victory Tuesday against the Washington, Baltimore and Annapolis Electric Railway Company, obtaining damages against the line for attempting to "Jim Crow" her.

While returning from Baltimore a few weeks ago Dr. Coleman boarded a car of the company and two of its employees pushed her back, ordering her to take a rear seat.

She refused to be discriminated against, asserting her rights as an interstate passenger. She later reported the inident to the officials of the ompany and then brought suit for damages, securing judgment in the Baltimore courts.

Dr. Coleman was ably defended by Attorney W. Ashbie Hawkins of Baltimore.

A Novel Court Decision and a Peculiar Jim Crow Coach Case.

The question of the carrier's duty with respect to the furnishing of separate compartments in dining cars for the two races seems to have arisen for the first time in the Tennessee case of Shelton v. Chicago, R. I. & P. R. Co., 201 S. W. 521. The court holds that a statute providing that railroads should provide equal but separate and sufficient accommodations for white and Negro passengers by furnishing two or more coaches, or one coach divided by a wooden partition, did not require the dividing of dining cars into separate compartments by partitions of wood, or the furnishing of separate dining cars, and that a regulation of the carrier, by which white passengers were served first in the diner, and a reasonable time after they had finished the Negro passengers were served, was reasonable, wise, and fair.

Presents Jim Crow Bill.

Washington, April 19.—A bill proposing "Jim Crow" street cars in Washington was introduced today by ator Trammell, of Florida.

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ADEQUATE FACILITIES FOR ALL PASSENGERS PROMISED

The New York Age
12-5-18

Specific Cases of Mistreatment to be Investigated.

McADOO'S POSITION

Director General of Railroads Writes Dr. George E. Cannon in Answer to Protest of National Medical Association that He Cannot Suspend "Jim Crow" Car Laws—Passengers Should Not Complain So Long as No Class of Travelers Is Given Advantage Over the Other.

The Government will promptly investigate complaints of discrimination against Negroes on railroads is the word received by Dr. George E. Cannon, chairman of the National Medical Association, in response to a communication sent the Hon. W. G. McAdoo, Director General of Railroads, together with a declaration adopted at the annual convention of the National Medical Association.

The communication to Dr. Cannon on the subject bears the signature of Ballard Dunn, assistant actuary, and reads in part:

"Mr. McAdoo has asked me to acknowledge receipt of your letter requesting an engagement to present the resolution of the National Medical Association in favor of the abolishment of the so-called 'Jim Crow' car system during these strenuous times of war times. The Director General's day is pretty well occupied with problems which he is expected to solve. As the laws requiring separate accommodations for white and colored passengers were enacted by certain states, and held by the Supreme Court to be constitutional, it clearly is not within the power of the Director General to suspend them. That being the case, I feel sure that you will not press your request for an interview on a matter over which he has no control.

"I have read the resolutions of the National Medical Association with a great deal of interest; and appreciate what you say about the loyalty of the colred people in the war with Germany, and especially of the sacrifices the young men of your race are making in France. There is no doubt about the attitude of the colored folks on all great American questions, and I want you to know that complaints of unfair treatment of or discrimination against colored people traveling on or working for the railroads will be promptly investigated and properly dealt with. Under the law, railroad facilities for colored passengers must be adequate. If you have any specific complaints, I wish you would let me know the particulars.

"At this time when there is unusually heavy travel, and the government is making every effort to move troops and military freight to the end that our soldiers in foreign lands shall not be retarded in their progress toward Berlin, there is going to be congestion on trains and in stations. Travelers will suffer inconvenience and annoyance, and I believe you will agree with me that it is their patriotic duty to do so without complaining, so long as no class of travelers is given an advantage over another class."

"Not The Time For The Stirring Up of Race Antagonism."

The Daily Herald
May 11/18

On April 30th one Mrs. Mary Cromwell Dixon of Baltimore, because of a disagreeable experience with a Negro woman in a street car, uncovered her real self in a letter published in the Baltimore Sun, filled with the meanest, vilest and most contemptible and nauseating abuse of the Negro race that could possibly come from a woman of standing and any pretention of culture in the white race. It was so filled with spleen and malice and so common, not to say vulgar that it was impossible not to place the writer in the lower strata in her own race and to believe that the letter was written with the evident purpose of starting up again a wave of bitter racial feeling between the races in Baltimore and for that reason we felt that it should be treated with the silent contempt it merited from the Negro.

It seems, however, that the letter has widely engaged the attention of the white people of this city and has provoked numerous responses pro and con.

From among them we sub mit the following extracts:

"To the Editor of The Evening Sun:

"Sir—In the letter of Mary C. Dixon, rehearsing her disagreeble experi ences in a Baltimore street car, I could see none of the refinement expected of her name and locality. My father's birthplace had its slave quarters and he fought for the Confederacy. I have never heard any of my family call their colored people "niggers," nor have we suffered from their violence, in word or deed.

"I rode in a car with a woman friend recently. An aged colored woman, respectably clad, entered. My friend gave her the seat she occupied. 'Many would not have done that,' I said. 'As you treat them they will treat you,' was her answer. The colored woman so politely thanked her.

"I will sit beside a colored person in a car as readily as beside a white one. I do not care to hurt their feelings. They sometimes, particularly the younger generation, become objectionable and aggressive. but the attitude of our white people some times augments this.

"Let us have peace so far as possible. It is not the time, as a letter in this evening's column states, for the stirring up of race antagonism. The publicity of this letter has done so. I have always found it best to be reserved in public places, cars included —Mrs. B. —Baltimore, May 4."

"To the Editor of The Evening Sun:

"Sir—Referring to a letter by Mrs. Mary Cromwell Dixon, which was published in THE EVENING SUN of April 30th, in which she narrated her experience with an impertinent Negres in a car recently, may I have an opportunity to say a few words regarding this matter?

"I have known Mrs. Dixon for some years. She is an extremely kind-hearted woman, especially thoughtful of her inferiors. In fact, I have often told her she erred on the of showing too much consideration for her inferiors, especially colored people, and that Negroes were so constituted that if you give them an inch they, in ninety-nine cases out of a hundred take an ell.

"As far as Mrs. Dixon's experience in the car is concerned, it is a notorious fact that at certain hours of the day the St. Paul street car is unbearable for white people, and while I am far from being a snob, I must confess that if it came to a choice between riding on a St. Paul street car at such hours and walking twelve or fifteen blocks, my choice would be to walk." "Yours very truly, E. M. R."

N Y C POST
JANUARY 19, 1918

GOVERNMENT RAILROADS AND THE COLOR LINE.

Numerous grave problems are confronting the Government in its operation of the railroads as a war measure. There is the organized labor situation. Shall the Government permit the railway unions to continue to exist even temporarily when it forbids its postal and other employees from organizing to improve their pay and working conditions? Then, Secretary McAdoo hastens to announce that all State laws will be kept in force—even the conflicting ones—but whether it will not be necessary to honor some in the breach is still an open question; at least the Government is now going to be able to look from the managers' point of view at the difficulty of doing business with the forty-eight States as well as with the Federal Government. One serious trouble Mr. McAdoo faces, and that is the Jim-Crow-car laws of the South. There is a deep stirring among our colored citizens; the recent convention of the National Association for the Advancement of Colored People ordered its officers to take immediate action against any Federal Jim-Crowing and other organizations are similarly outspoken. The negro press is ringing with protests.

Now, these protestants cannot be put down by accusing them of needlessly raising a trying issue in wartime, because they have the argument of efficiency on their side. The separate coach is wasteful and makes against efficiency. No sane railroad man likes to haul two coaches where one would suffice, and so we have seen Southern railway men protesting against the effort to exclude negroes from Pullmans, lest they be required to haul extra sleepers or parlor cars for members of the black race. As a matter of fact, it has not worked out that way; that is, the colored travellers sit up all night in those States in which they are barred from Pullmans. It is well known, too, that the railroads have often escaped hauling two cars by dividing an ordinary coach into two sections. None the less, the separation of black and white passengers adds cost to the operating charges and results in grave injustice to the colored people, who must be content with dirty and often wholly unfit accommodations. *The Crisis* has reported numerous instances of serious accidents because the antiquated old Jim-Crow coaches were coupled in between modern steel cars and so crumpled up when collisions took place.

Now, curiously enough, since the overburdening of railroads during the last six months the Jim-Crow-car system has begun to collapse. That is, white people have refused to stand in white coaches when seats were available in the negro coach, and vice-versa. This week a colored man came all the way from Columbia, S. C., without once being Jim-Crowed; he said that, apparently, all efforts to segregate had stopped. These facts can be verified on any of the Southern lines running out of Washington. But these accidental happenings do not satisfy the colored people; they are stirred up because under present conditions Jim-Crowing is now under the ægis of the United States Government. It has been bad enough to endure discrimination under State laws, but when it comes to the United States Government's furthering

this policy under the Stars and Stripes, the colored people like it still less, particularly when the nation makes no color discrimination in calling upon them to give their lives, if necessary, abroad. It was the fact that it was the President of the United States who instituted segregation in the departments in Washington that hurt the colored people as much as the segregation itself. Thousands of them had settled in the District of Columbia, believing that they would be safest from discriminations there; and they were, until Mr. Wilson came there, together with Mr. McAdoo.

Mr. McAdoo may be relied upon to fight any effort to do away with the Jim-Crow car. It was he who started the discriminations in the departments at Washington, and he is proud of it. It will not affect him that on these trains the United States will be discriminating between its colored and white soldiers, and that some of its eight hundred colored officers may publicly be Jim-Crowed as if they did not wear an officer's uniform. It is therefore not likely that any change will take place if the Government control of the lines is limited to the period of the war. Should, however, Government ownership become permanent, the colored people may be relied upon, after peace is declared, to keep the country in a turmoil on this question until it is settled aright. They are the more keen for the struggle, and for Government ownership, because the railway unions discriminate against them, whereas, if the railroads are Federalized and all employees placed under the civil service laws, colored men will be able to become conductors and engineers and aspire to even higher places now denied them. They confidently count on making headway when our war for democracy is won by pointing out that it is undemocratic to deny them these avenues of employment. At present there are no railroad places open to them except as porters, cleaners, and messengers.

While executive officers may be able to block some of these aspirations, behind them stand the courts, and in its refusal to permit race segregation in the cities and its blow at Jim-Crowing in Oklahoma the Supreme Court has struck heavy blows at race discrimination. Moreover, there is a possibility of developing an alternative system—the European use of first, second, and third class coaches at varying fares. This would make conditions in the South easier, and it will not seem so entirely Utopian as heretofore, when our American soldiers come back from England and France and tell how they have been barred from riding in first-class coaches if there were any officers in the first-class compartment.

CAN'T MAKE COLORED PASSENGERS GIVE UP SEATS

The Richmond Planet Feb. 9, 1918.

Mr. J. Thomas Hewin.
613 N. Second Street,
Richmond, Virginia.

Dear Sir—Referring further to your letter of December 22nd with reference to alleged discourteous treatment of several colored passengers on the Norfolk and Western Railway's Lynchburg and Durham Line train. Saturday, Dcember 15th.

For your information, I am enclosing herewith copy of a letter from Mr. A. C. Needles, Vice-President in charge of Operation, which explains itself.

You will note that the conductor permitted the representative of the Union News Company to utilize seating space in violation of the railroad company's rules and that he has been disciplined for neglect of duty.

Yours truly,
WM. F. RHEA,
Commissioner.

NORFOLK & WESTERN RAILWAY COMPANY.

Roanoke, Va., January 26, 1918.

Mr. William F. Rhea, Commissioner
State Corporation Commission,
Richmond, Virginia.

Dear Sir—Further in reply to your letter December 29th concerning report of J. Thomas Hewin of discourteous treatment accorded four colored passengers on the Lynchburg and Durham line December 15th.

Our investigation develops the fact that a colored passenger was deprived of a seat by action of a representative of the Union News Company. Our conductor was responsible for permitting this, in inviolation of rules and he has been disciplined for neglect of duty.

We are glad that the matter was called to our attention.

Yours truly,
A. C. Needles,
Vice-President in Charge of Operation.

February 1, 1918.

Hon. Wm. F. Rhea, State Corporation Commission, State Capito' Building, City.

Dear Sir—I am in receipt of your communication of the 31st. inst. I wish to thank you and the other members of the commission for the prompt attention which you gave to the complaint filed by me before your Honorable Body on the 22nd day of December, last.

I am sure that your ruling and decision in this matter will serve a worthy purpose on behalf of those who suffer continuously by such treatment.

Respectfully,
J. THOMAS HEWIN.

LAWYER HEWIN APPEALS FOR BETTER ACCOMMODATION ON RAILWAY TRAINS.

The Richmond Planet Jan. 10 1918

613-A N. 2nd Street,
Richmond, Virginia,
December 22, 1917.

The State Corporation Commission,
State Capitol Building,
City.

Gentlemen:

On Saturday, the 15th of this month, I boarded a train in the City of Lynchburg, Virginia, leaving that place at 4:15 P. M. for South Boston, Virginia. This line is what is commonly known as the "Lynchburg and Durham Line" of the Norfolk and Western Railway.

I was a passenger in the coach set apart for colored people. A servant of the Union News Company came into the coach and made four colored passengers who had bought their tickets get up and took possession of two seats for the purpose of arranging his books, papers, magazines and fruit. It was a pitiable sight, indeed, to see a colored woman standing in the aisle with her babe in her arms, although she had bought and paid for her ticket, while this vendor of fruit, papers, and magazines, had the entire use of four seats n the coach.

I am filing this complaint for the purpose of ascertaining if this is a proper construction of the law which provides for the separation of the white and colored passengers in this State. Is there any proviso which allows the Union News Company to make colored passengers who have bought and paid for their seats to get up for its servants for the purpose of vending his goods and magazines in their coach? Please let me hear from you.

Respectfully yours,
J. THOMAS HEWIN.

* * *

COMMONWEALTH OF VIRGINIA
State Corporation Commission
Richmond, December 26, 1917.

J. Thomas Hewin, Attorney-at-Law.
613-A North 2nd Street,
Richmond, Virginia.

Dear Sir:

This is to acknowledge receipt of your letter of December the 22nd, and to advise you that the matter is being brought to the attention of the Commission.

Very truly yours,
R. T. WILSON,
Clerk of the Commission.

* * *

COMMONWEALTH OF VIRGINIA
Department of the
State Corporation Commission

Richmond, Dec. 29, 1917. eec-r.

Mr. J. Thomas Hewin,
613-A North 2nd Street,
Richmond, Virginia.

Dear Sir:

I beg to acknowledge receipt of your letter of the 22nd instant with reference to alleged discourteous treatment accorded four colored passengers on the Lynchburg and Durham Line of the Norfolk and Western Railway, Saturday, Dec. 15th, 1917.

This matter will at once be taken up with the management of the Railway Company and you will be further advised as early as possible.

Yours truly,
WM. F. RHEA,
Commissioner.

Chicago Lady Has Harrowing Experience on Trip to Visit Son at Camp Logan

The horrible treatment of our people, legally perpetuated under the Jim Crow laws of the south, is told in detail in a letter received at the Defender office, lately. Making the trip to Camp Logan at Houston, Texas, for the purpose of visiting her son, Sergt. Harvey A. Harris of the 370th infantry, formerly Eighth regiment of Illinois, Mrs. J. H. Brannam, one of Chicago's well known and most prosperous citizens, suffered every degrading detail practiced upon our people who are forced to use the railroads south of the Mason-Dixon line. After having bought a first class, through ticket to the Texas town, Mrs. Brennam was driven into the "Negro" coach at Cairo, Ill., and in that chamber of horrors on wheels made her trip.

Chicago Defender Jan 26 1918

Routed out of a first-class coach in the dead of night, this lady was dumped into a foul-smelling, filthy smoker, littered with dirty cuspidors and rubbage, along with the other Race people who were on the train. Arriving at Memphis, Tenn., a "cleaning" crew came in and demanded that all passengers in the car hold up their feet while they swept under the seats and brushed the aisles, in doing which they kicked up an awful dust. To top it off they dumped the disgusting contents of the dirty cuspidors into pails, right in plain sight of the passengers.

One-half of these Jim Crow coaches are used by whites as smokers, and these southern gentlemen puff everything from a rotten cabbage to a dried buffalo chip, the coach resembling a smokehouse at the Chicago stock yards. There is only one toilet in each of these cars, and as a consequence both men and women are forced to use it. To make matters even worse, the white men make a practice of coming out of their own car into the Jim and using these toilets, going so far as to beat upon the doors and demand that the women inside hurry and come out.

In sections were traffic is heavy, the Jim Crow coaches are packed and jammed, even standing room being at a premium; still the news "butcher" is allowed to use an entire section, meaning seats sufficient for four passengers, in spreading out his wares, and the stifling odor of banana and orange peelings is sickening, to say nothing of the hundreds of flies which are found in the south the year around. Regardless of the appearances of refinement, all Race people are mixed in one conglomerate mass, the stinking, unwashed occupying seats with the clean, and the corn-cob puffers squirting tobacco juice all over the floors, regardless of the fact that it might mean the ruination of some lady's skirt.

These conditions are unbearable, and the recent announcement that a demand would be made for equal traveling facilities for our people in the south should and will meet with the approval of all who have been forced to use the present-day accommodations.

JURY GIVES NEGRO DOCTOR $2.000

RALEIGH N. C. OBSERVER
FEBRUARY 16, 1918

Dr. J. O. Plummer Awaraea Verdict in Suit Against Seaboard Air Line

Dr. J. O. Plummer, a well known negro physician of this city, yesterday was awarded $2,000 in his suit against the Seaboard Air Line Railroad Company for the recovery of $25,000 damages on account of injury to his health as a result of a cold he contracted while riding in a cold coach on one of the company's passenger trains. The jury brought in their verdict late in the afternoon after the trial of the case had consumed two day's sitting of Wake Superior court. The plaintiff was represented by Douglass & Douglass, while the defendant's attorney was Murray Allen.

The defendant alleged in his complaint that his health was so impaired that it was necessary for him to give up a large and lucrative practice to go to another climate in search of better health; that he had spent a large sum as expense of treatment and had suffered much pain and inconvenience.

The cause of his ill-health, he alleged, was the result of throat trouble, resulting from a cold he contracted while a passenger on a Seaboard northbound train from Raleigh to Norlina on November 4, 1916. Dr. Plummer stated that the coach in which he rode was without heat when the train left the union station; that he called employes' attention to the condition of the car and was promised relief when the train reached Johnson Street yards. The condition of the coach was not improved, he alleged, and he was forced to ride all the way to Norlina without proper heat. The exposure, due to negligence of the railroad company, he stated, was the direct result of him contracting the cold.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 7

Jim Crow Car Laws - 1918

HILL DOES NOT SAY AYE NOR NAYE---ALDERMEN SPEAK AGAINST PROPOSAL

Louisville News

The Louisville News March 9/1918.

The second separate separate street car bill to be introduced in the last two months died a violent death in the Board of Aldermen Tuesday night.

The latest bill is the Hill bill, having been introduced by Mr. R. S. Hill, maker of organs. Churches and other organizations take note.

There was quite a difference between the demise of the Hill bill and the Zeiser bill, its predecessor. The Zeiser bill went as far as it could and met a decidedly violent death, while its author sat sadly by, voting neither "aye" nor "nay."

After considerable routine business had been transacted the president of the Board of Aldermen called for reports of committees. When the railroad committee was reached Mr. Kirwan, chairman, stated that "in regards to the bill to separate the races on the street cars, the committee reports unfavorably on the bill." A vote was taken to accept the committee's report, and of the tweelve members eleven voted "aye" and the other member, Hill, voted not at all.

President George Wood then called the attention of the railroad committee to the fact that it must attach a written report to the proposed ordinance or else the eleven "ayes" could be taken as being in favor of the bill making it a law.

Mr. Wolff, another member, then suggested that rather than run a risk of any misinterpretation of the vote that a vote be taken on the bill itself. He said he had lived here for years and saw no need for such a law as the "Colored people always behaved themselves." He also made the point that in these days when everybody was raising prices, and as the railway company could not raise the price of a ride, he thought it unjust to the company to put it to any extra expense. Two other members spoke against the bill saying, there was no need of such a law.

A vote was then taken in the bill itself, resulting in eleven "noes" and Mr. Hill still not voting. So the score was eleven to nothing, and apparently no more separate car bills will come from the Board of Alderman.

Four members of the race were interested enough to attend the board meeting and see what could be done. They were Messrs. Wilson S. Lovett, William Warley, Prof. A. E. Meyzeek and Rev. W. F. Debardeleten. Only a very few, if any Colored people thought this bill would become a law for it was generally conceded the Republicans had too much sense to pass it and drive all the Colored voters out of the party. The surprise and soreness came from the fact that such a thing could even be suggested in a Republican administration or a Democratic one either, for that matter.

It is needless tosay Zeiser and Hill have hurt the administration and the party, far more than is generally believed by the "bosses."

"JIM CROW" AND THE OSTRICH.

Louisville News March 1-18

Hill, Zeiser and their kidney, although a bar sinister to the realization of any real democracy in America are, in a way of speaking, simply scrofulous outcroppings of a disease. No disease can be cured by the treatment of symptoms. The remedy must be applied to the fundamental source of trouble. It is useless to say that these champions of the "Jim Crow" buzzard do not represent the sentiments of a considerable element of the lesser class of "white folks."

"Jim Crow" bills here in Louisville make their appearance each year, and while we must—not less for our own self-respect—than for reason of physical well being, fight them with every means at onr command, we are in danger of emulating the ostrich, who hides his head in the sand, thinking because he cannot see his enemy, there is no enemy.

Here in Louisville, we struck at the roots of segregation, not merely satisfied to take it through the state courts, we carried it to the highest tribunal in the land. As a result, segregation can no longer serve as a clothes line on which alley politicians may hang the dirty linen of their prejudices.

"Jim Crow" laws must be the next to go, not alone in Louisville and Kentucky, but in Atlanta, and in Memphis and in Houston and East St. Louis. The government of this country must, sooner or later, go on record before the world as opposed to any form of iscrimination whatsoever, against any of its citizens. This is inevitable. The government of the United States could not exist half slave and half free. Neither can it exist as a democratic government unde ra "Jim Crow" dispensation.

Too long have we heeded the advice of some of our good white friends, and the weak kneed "brother in black" to be patient. What about these thousands on thousands of school children of ours, educated to the white man's standard of justice and equality! Think you they will be patient! Too long have we stood like Baalam's ass, with long ears waving—while the load of discrimination and persecution is heaped higher and higher.

Unfortunate it is that few of the thinking white people are conscious of the deep seated sense of injustice and wrong among twelve million citizens of this country. It is growing day by day among all classes of Colored people, and one day it will call for the purest patriotism and best statesmanship to weather the approaching storm. Forces are already gathering that must be reckoned with. The N. A. A. C. P., with ten thousand members, is a tremendous protective and militant members by May 1.

Patriots we are. This is our country whether the white man likes it or not, and no human agency can take from us our birthright. We love our native land, but we abhor many of its institutions. We will fight for this, our common country, but we shall fight bitterly and with ever increasing bitterness the spirit of discrimination broad in the land, from its slimy train around the golden dome of the Capitol, down through the departments of government, clean to the darkest corner of the Mississippi bottoms.

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The present National Administration put its stamp of approval on discrimination in the various Government departments. Unless this collosal blunder is corrected and that quuickly, it will one day be the cause of sorrow to this nation. Every time some clay eater from Goose Neck, Ky., or a hook work disciple from the Louisiana canebrakes comes back from Washington with the news that they "Jim Crow Niggers up there," a veritable wave of negrophobia takes place in Skunkville. They imagine, and perhaps rightly, that what is right for the government is alright for them, and then they proceed to go the government one better and burn a few "niggers" to show them their place.

A few years ago we were told that prejudice in this country was on the decline, but in the last five of six years it has been growing by leaps and bounds, and this government should take warning that it is slowly building up within the confines of its boundaries, a nation within a nation, and which will, unless checked, one day be a hostile nation.

The remedy? Simply this: Absolute equality in every phase of human endeavor, which embraces "Life, Liberty and the pursuit of happiness." In short, the right and privilege to do anything that any other citizen of this country is permitted to do, without let or hinderance. The National Administration, unless it convict itself of hypocrisy, must say to the world: That no citizen shall in any way whatsoever be discriminated against solely on account of color—that Jim Crowism and persecution must be wiped out from the torch on "Liberty enlightening the world," to the sun kissed sands of the Golden Gate.

Then and then only, such a flame of pure patriotism will sweep through these twelve million of citizens as will amaze the world, and America can face the world unafraid and unashamed, and with clean hands rightly say that "We fight to make the world safe for democracy."

W. S. L.

JIM CROW ON THE RAILROADS.

Nashville Globe Jan. 4 1918

Mr. Editor:

I need not ask for your valuable space, to repeat the same old story of Negro loyalty to this government, or to call to mind the many deeds of daring on hundreds of bloody battle fields, in order to prove his patriotism and devotion to a great cause; for the Negro's record is made and it cannot be effaced. It is true we hang our heads in shame when such outbreaks take place as happened in Houston, Texas; we heartily deplore the Brownsville affair (although I do not believe such a thing could have been possible in Tennessee;) but one thing is certain, the Negro race, in all her history in this country, has never produced a Benedict Arnold, a John Wilkes Booth or a LaFollette in the senate of the United States.

Why are the bridges and tunnels throughout this country guarded today? Does anybody suspect the Negro? Not a bit o fit. Why are the munitions plants and other great manufacturing establishments under federal guard? Are they afraid that some Negro will do some violence to these works, either as interested enemies of the government or as hird agents of the central powers? No, a thousand times no. The men that Uncle Sam fears, even in our very midst, are white men. They are men who have been accorded every right and privilege that could be allowed any living human being. No civil religious or social rights, has been for a moment denied them..

Because they were white men (and white means everything in this country,) they have been given the right of way," and now after a lapse of a number of years, we find ourselves confronted with the problem of all problems, a problem bigger than the "Negro problem;" we find ourselves carrying a load heavier than the erstwhile "white man's burden"—it is the United States' burden.

The Negro has quietly consented to be the "problem," and has striven hard through these years, to help solve it; he has without a protest, consented to be called the "burden," but he has engaged in a thousand efforts to lighten this burden from the white man's shoulders. And now again when Uncle Sam calls for him to lay down his life in the great fifht fo rworld-wide democracy, he answers the call, even though he may be "Jim-crowed" in the very army and the navy, and contributes his bit in every other way that the white American does, in order that this war may be won for freedom and democracy.

But in the face of this, the most trying time in the history of the country, there are still to be found a few southern newspapers and news paper correspondents, who are so completely obsessed with race prejudice that thy lose sight of the true situation, in their effort to "make the Negro know his place."

The Nashville evening paper contained this editorial recently:

"There is no danger that Southern 'Jim Crow' laws will be set aside since the railroads have come under governmental control. Mr. McAdoo is a Southerner." Now, why would the evening paper fly into our faces and insult us without a cause? Had the race raiased such a question? Why should the Banner cry "wolf" so soon? Is the editor accustomed to seeking "ghosts?" To my way of thinking, this country, even this Southern section, will be apt to find more to engage its atention before this struggle is over, than the matter of "Jimcrowing" the Negro on Southern railroads. Mr. McAdoo, as a Southerner, may not be able to do everything he would like to do before the end comes. But we wish to assure Mr. McAdoo that the Negro will be the last one to give any trouble. We wish to serve notice on the Banner's editor that the Negro is not losing any sleep about "Jimcrow" laws, and the effect the war

conditions will have upon them.

And it would be well also for the Banner to possess its soul in patience Strange things, yea, un-heardof- things sometimes happen as a result of war. And the Negro, though in a large measure, ignorant, is somewhat of a philosopher; he knows that was always revolutionizes things; that in the war, some go and some go down; that as a result of war, very often the rich are made poor, and the poor are made rich. The Negro has learned the lesson of leaving some things to God—the God of our Fathers, who holds in his own hands the destiny of nations. We believe that God will do right, and whether Mr. McAdoo is as Southerner or a Northerner, God is still living and will have somewhat to say concerning the affairs of men and nations.

J. A. JONES,
Presiding Elder ,Nashville District
A. M. E. Church, Nashville, Tenn.

ALDERMEN KILL JIM CROW BILL

Hill, Author Of Street Car Measure, Votes Against Its Passage.

LEXINGTON KY HERALD
MARCH 9, 1918

"Jim Crow" ordinances are being voted down by the Board of Aldermen as fast as they are introduced.

At last night's meeting of the board, the ordinance submitted recently by Alderman Hill, providing for the separation of whites and negroes on street cars, was unfavorably reported by the Railroad Committee, and after Aldermen Wolfe, Morton and Viel had spoken against the adoption of the measure as being absolutely unnecessary, all of the members, including Mr. Hill, voted against the passage.

Under the rules of the General Council, no similar measure can be introduced within a year. Alderman Zeiser's ordinance, which contained a similar provision, met a like fate several weeks ago.

The Railroad Committee reported that thoro co-operation with officials and employes of the Louisville Railway Company, the names and addresses of a number of drivers of automobiles and vehicles who unnecessarily obstructed street car traffic by refusing to turn out of the street or tracks at the approach of street cars, have been secured and turned over to the police department.

Johnson Assures Co-operation.

Lewis Y. Johnson, chairman of the Board of Public Safety, promised co-operation on the part of the police.

Attention was called to the traffic ordinance which, under penalty of from $10 to $25, prohibits delay of street car traffic. One section of that ordinance says:

"No street car shall be delayed longer than one minute by persons loading or unloading vehicles."

Another section provides as follows: "Streetcars shall have the right of way between cross streets over all vehicles, and the driver or person in control of any vehicle proceeding upon a track in front of a street car shall immediately turn out upon a signal from the motorman or driver of the car."

The upper board approved the report of the Railroad Committee to refer a resolution requesting that the Broadway cars be run from Longest avenue to the end of the Bardstown Road line during rush hours, to the Railroad Committee in conjunction with the Board of Public Works and the Louisville Railway Company.

Escott Contract Approved.

The contract for the employment of James S. Escott to examine the books of the various city departments for about $11,000 was approved by the upper board as was another contract for the purchase of a new auto ambulance for the city hospital, which is to cost $4,500.

A request by Alderman Mason that something be done to improve the acoustics of the session room of the board was referred to the Committee on Buildings.

In joint session both boards of the General Council approved the appointment of B. Bernheim and W. H. Bradbury as members of the board of trustees of the University of Louisville for a term of ten years, and that of Helm Bruce as member of the same board to fill the unexpired term of Gilmer S. Adams. Mr. Bruce's term will expire in 1924.

As a result of the inability of all the department chiefs to have the payrolls ready for approval, the General Council will meet again next Friday night.

Laws Reported Favorably.

Ten of the eleven ordinances recently passed in the Board of Aldermen, controlling the various departments under the Board of Public Safety, were reported favorably in the lower board last night, but they were held up in order that the entire eleven might be passed at the same time. Chairman Dorsey, of the Revision Committee, said he was not ready to report on the companion ordinance known as the workhouse ordinance. While he did not state why the ordinance was held up, it was understood that the guards at the workhouse say they can not live on $50 a month, and they want more money.

It is understood that the committee will give the guards a hearing and

SEEKS JIM-CROW PERPETUATION

The Amsterdam News.

South Protests Any Changes That May Affect Jan Local "Laws"

16/1918

Washington, Jan. 15.—The Jim-crow car laws of the Southern States requiring one car for white people and another for coloured are in danger of being made inoperative if sections become effective. This provides "that carriers while under Federal control shall in so far as it is not inconsistent therewith, or with the provisions of this act or any other act applicable to such Federal control, or with any order of the President, be subject to all laws and liabilities as common carriers; and suits may be brought by and against such carriers and judgments rendered as now provided by law."

This provision will be rewritten if there is any likelihood of its upsetting local laws governing railroads in the States. A number of protests have come from States which claim that the proposed legislation would deprive States of taxes which they now get from the railroads.

The Interstate and Foreign Commerce Committee of the House and the Interstate Commerce Committee of the Senate, which are considering the Railroad Bill, will have hearings this week on these doubtful provisions. Secretary McAdoo is expected to go before the Senate committee and railroad executive before the House committee.

The following editorial from the New York World of yesterday is one of the best that that staunch friend of justice and fair play has ever published.

A JIM CROW DEMOCRACY

(New York World) According to reports from Washington, various Democratic Congressmen are dubious about the Administration Railroad Bill, because they "fear the proposed legislation with the Jim Crow laws of the South." That is about what might have been expected.

The Decocracy of the South is largely a Jim Crow Democracy. Nothing else matters much. To keep the negro from voting, the Fifteenth Amendment has been nullified. To keep the negro sober in order that he will work more steadily, the South purposes to fasten Prohibition upon the rest of the country. To keep the negro road Billflhshrdlucmfwyetaoivbgkqjy out of the white man's railroad cars is a subject that would naturally appeal to the average Southern Democrat. It represents the one political principal to which he consistently adheres. If Jim Crowism is menaced in any way by the Administration's Rail-Bill, Southern Democracy in Congress can be counted on to join hands with Old Guard Republicanism in the North to hold up the measure, whatever effect delay may have on the winning of the war.

Making the world safe for democracy is not half so important as keeping the South safe for Jim Crowism.

MANLY COLORED TEXAN

The Guardian

TEARS DOWN JIM-CROW SIGN IN STREET CAR AND THROWS IT OUT THE WINDOW—THROWS OUT WHITE MAN WHO OBJECTS TO HIS PRESENCE—PETER CHESTER A RACE HERO.

March 16th 1918.

A race rights sermon in deeds is chronicled as follows in a Colored newspapers under date line of Houston, Texas, March 1, 1918 needs no comment Mere is it:—

"A colored man wha was later arrested at Park Place by Deputy Sheriff E. Soermer, created a disturbance on a Houston bound interurban car while crossing the causeway leading from Galveston to the mainland shortly after 6 o'clock Sunday evening and threw a white man off the car before order was restored.

Peter Chester was his name. The insulting Jim Crow sign was too much for him and aroused all the old time ire of his fine manhood which doubtless had been accentuated by the manly military discipline he had been called to undergo by Uncle Sam the results of which he is expected by this government to show on the battlefields of France but not in the South.

Chester sat and strained at the leash of his manhood while this humiliating sign stared him in the face as a challenge to his manhood and courage.

He could stand it no longer and so he tore the segregation sign from its fastness, threw it out of the window and proceeded into the front part of the car where he selected a seat just as other humans are supposed to do. A chivalrous whtie man objected to this apparent intrusion upon the mossy ideals of an already effete and toddling South, whereupon Chester picked him up and threw him off the car just as he had lisposed of the obnoxious sign. He was arrested, charged with violation of the Jim Crow law.

NEW YORK AND PHILADELPHIA

We have always looked on New York as being a place of very little politeness. Why, we do not know. But on two recent visits to New York we have seen what do not often see in Philadelphia. We saw a well-dressed white man give his seat in the car to a colored woman. We saw this last week in New York, and it was particularly noticeable because we noted the same thing on a previous visit to New York before. But in Philadelphia we ride on the cars four or five times every day, and we have not seen half a dozen times in a whole year a well-dressed white man give a seat to a colored woman. We have seen on this Car 42 and the elevated which go into the aristocratic section of West Philadelphia: a colored woman in a car where there was room enough for at least two people, and a white gentleman and lady so spread themselves that the colored woman had to stand. Later a white man or woman would enter the car and they would make room. We have seen a colored woman an carrying packages, sometimes carrying a small child, have to stand several blocks until someone got out. We have even seen this: When a seat was vacant that a white man, well-dressed, would rush to the seat before the colored woman could be seated. These things are almost every-day occurrences, and we might never have made mention of them had we not been so shocked (?) by seeing a well-dressed white gentleman rise and offer his seat with due modesty to a colored woman—in New York—not Philadelphia.

PHILADELPHIA PA INQUIRER
OCTOBER 15, 1918

Jim Crow Law. (Doubter)

Editor Everybody's Column:—Did the Interstate Commerce Commission ever uphold the Jim Crow law, and if so under what circumstances, and on what grounds do you defend it?

Kamerad! mister! We don't defend it. We hold no brief either for or against it, except so far as it is the law of the land. The Interstate Commerce Commission has, however, upheld it in a formal ruling, which was based, according to Commissioner Lane, on a ruling of the Supreme Court. The manner in which this was brought about was as follows, which we clip from a story dealing with the facts at the time they were made public, July 9, 1907:

The case before the Interstate Commerce Commission that resulted in the decision upholding the Jim Crow car law was brought by Georgia Edwards, a negro woman, against the Asheville, Chattanooga and St. Louis Railway. Her first move was to purchase a ticket entitling her to first class passage from Chattanooga, Tennessee, to Dalton, Georgia. She entered the car assigned to the use of white passengers and was promptly removed therefrom to the car assigned to the negroes. Through her attorney she filed a complaint alleging discrimination in the facilities furnished to her as against those provided for white passengers.

The commission heard arguments on the case, and while affirming the validity of the law found the complaint as to inferior accommodations well founded and ordered the railroad to provide equal facilities for colored passengers.

Commissioner Lane in his opinion holds that the broad question of the right under the Thirteenth and Fourteenth Amendments of the Constitution to segregate white and colored passengers has been upheld by the Supreme Court of the United States. The opinion then continues:

While, therefore, the reasonableness of such regulation as to interstate passenger traffic is established, it by no means follows that carriers may discriminate between white and colored passengers in the accommodations which they furnish to each. If a railroad provides certain facilities and accommodations for first class passengers of the white race it is commanded by the law that like accommodations shall be provided for colored passengers of the same class. The principal that must govern is that carriers must serve equally well all passengers, whether white or colored, paying the same fare. Failure to do this is discrimination and subjects the passenger to "undue and unreasonable prejudice and disadvantage."

In this case it is manifest from the facts as stated that defendant was unduly and unjustly discriminated in some particulars against colored passengers, and it will be ordered therefore that where the defendant carrier provides a washbowl and towels in coaches devoted to the use of white passengers and a separate smoking compartment for such passengers also that similar accommodations shall be provided for colored passengers paying first class fare.

BALTIMOREANS HAVE HITCH

Have to Protest to Conductor to Get Decent Accommodation.

Louisville, Ky., Feb. 13—The Baltimore, Washington and Philadelphia delegations to the Bishop's Council arrived here yesterday safe and sound but somewhat tired and much disgusted. They had been traveling over the B. & O., because of high water this road found it necessary at Cincinnati to transfer them to the Louisville and Nashville. On reaching the L. & N. station they found in waiting the end of a "jimcrow" car that was totally inadequate for the 36 persons in the party. This brought forth a vigorous kick from Prof. John R. Hawkins, to the conductor, who, after some delay finally secured for them an all-steel chair car. They arrived here about 8 o'clock and were soon assigned.

Jim Crow Car Laws— 1918

DEAN PICKENS WRITES IMPRESSIONS OF HIS TRAVELS OVER THE COUNTRY

Daily Herald

These are huge states. One can ride a day and night in a straight line in the same state on a fast train. Last night we entered northeastern New Mexico at Raton. This morning after six we are still in New Mexico. At eight we will reach Gallup, stop for breakfast and pass over into Arizona. I had the porter to wake me at 5 so that I could shave and bathe and then see the golden sun rise out of these bare black hills, his yellow gold rapidly fading out into a blazing white.

One can get here an idea of what the arly world was like before vegetation covered it, when he sees whole plains and hills of crumbling volcanic rock, where not even the grass and hardy weeds can grow successfully.

There are no Jim Crow laws for public travel here, but I have been reflecting over some of the conditions thru which I have passed. I rode in Jim Crow from Washington to Georgia, to different cities in Alabama, and then away westward to Oklahoma. I like to do that now and then to keep reminded that Jim Crowism is the worst enemy of the Colored American,—and that discrimination on public conveyances is the most murderous form of Jim Crow. It had been four years since I had thus done several thousand miles in Jim Crow cars. But I was worn out with it by the time I got ready to leave Oklohoma; and instead of proceeding west thru the Pan Handle of Texas, I spent at least $25 more on my fares to go north into Kansas and catch the Sante Fe for Grand Canyon and Los Angeles.

Mr. "James Crow", familiarly known as "Jim," is not only physical and spiritual torture for the black man, but is continual financial and economic loss to him. May Jim-Crowism be one of the devils which the big guns of the world war will shoot to pieces!—Wm. Pickens.

ST. LOUIS DENTIST IS ASSAULTED IN SOUTH

One Of Five Men Called To Colors Was On His Way To Camp Cody, Forced To Leave Train.

Word has been received in St. Louis that Dr. S. P. Jones, of 103 N. Jefferson, who had been called by the government, to Camp Cody, Deming, N. M., was compelled to leave the train at Texarkana because of indignities offered by the train conductor. The telegram was to Dr. Darrington Weaver and the information it contained was as follows: "On leaving Texarkana I was ordered by Train Conductor Ford, train No. 1, to go in day coach. I resented by showing my government papers. The conductor said, 'I shall have you arrested,' I told him to do so, and he pulled me by the arm roughly and took my grip and led me to the day coach. I decided to get off, if I could not go by orders of the government. So I left the train at the next stop. I am wiring Major General Barry at Chicago."

Dr. Jones was in Marshall, Texas, when he sent the telegram Wednesday afternoon. It was not learned what steps he took to reach Camp Cody. The St. Louis Branch of the National Association for the Advancement of Colored People wired the National headquarters Thursday night and it is expected the matter will be immediately taken up with the War Department at Washington.

BANQUET TENDERED FIVE DENTISTS WHO JOIN THE COLORS

A well attended banquet at the Manhattan Cafe, corner Newstead and Finney Avenues was given last Monday afternoon by the St. Louis Medical Forum in honor of the five dentists who have been called to the colors.

Drs. S. P. Jones and H. D. Howell left last Tuesday morning for Camp Cody, Deming, N. M., Dr. Edward L. Grant for Camp Doniphan, Okla, and Dr. McMurry for Camp Pike, Little Rock, Ark.

Short talks were made by Drs. Cheatham, Gordon, Dixon, Brown, Haskins, Vaughn and Weaver, all of whom paid glorious tributes to the character and usefulness of these young men.

The People's Forum

Ans to American 6-29-18

Segregation Rampant Say Laboring Men

Baltimore, Md., July 4th, 1918.

To the Editor of the Afro-American:

Sir:—We are not ministers, nor candidates for the ministry, but if you will allow us space in the columnsing side by side doing the same kind of your paper we will preach a short sermon this morning.

We shall take for our text a sentence found in the editorials of this morning's Baltimore American, the text reads as follows: "It is not a time to draw the color line in the service of the nation." This text is the Editor's conclusion drawn from the statement that colored graduate nurses complain that they are not assigned, in spite of their application, to active duty overseas. The Editor declares that, "In view of the gallant record being made by the colored troops in France, this plea to have nurses of their own is a reasonable one, and the offer of these patriotic women should be accepted." The Editor then draws the conclusion selected for our text, "It is not a time to draw the color line in the service of the nation."

The first thing to which we invite your attention is the shameful fact that the color line is being drawn on the trains carrying white and colored laborers to and from the United States Government construction camps at Magnolia, Edgewood and Aberdeen. The colored laborers are strictly restricted to the five rear coaches, while the whites ride in the remaining coaches of the train. When a colored laborer happens to be passing through the coaches occupied by the whites, such order as, "get out of here nigger" and "put that nigger out of here," are made by some of the white men. When a white man happens to pass through the coaches occupied by the colored men, such order as, "make that white man get out of this car," or "knock him out," are made by some colored men. Often-times when the white coaches are crowded white laborers come into the coaches occupied by colored laborers and ride with them in spite or the protests of the colored laborers. Never, however, does a colored laborer ride in a car assigned to the white workers, and yet there are white men who preach that the colored people would like to force the whites to associate with them.

The next thing to which we wish to invite your attention is the fact that this recent segregation of Negroes into cars by themselves is not a measure of the Pennsylvania Railroad company, nor an order from the United States Government. The railroad officials have repeatedly told the colored laborers that the Pennsylvania Railroad Company, has no law to segregate the Negroes into cars by themselves, and as for the United States Government, it recently declared against any kind of segregation based on racial distinctions. Therefore this segregation of the colored laborers must be due to local white prejudice against the Negro, and since, "it is not a time to draw the color line in the service of the nation," this segregation of the colored laborers into cars by themselves should be restrained.

The third fact to which we invite your attention is the fact that the recent segregation of the Negroes into cars by themselves has intensified race prejudice between white laborers on one side and colored laborers on the other side. Oftentimes a white man and a black man may be workof work and laughing and talking as warm friends. Presently a white man carrying water comes along. He gives water to the white laborer, but refuses to give water to the colored laborer. The colored water carrier often makes a similar distinction in favor of the colored laborer and against the white laborer.

Before the colored laborers were segregated on the trains, the colored laborers freely contributed to the Red Cross fund and to the purchase of Liberty Bonds. Now colored laborers give little to the Red Cross fund. They say that if the whites around Baltimore are mean enough to Jim crow them on the trains, they are mean enough to Jim crow the black man's contribution to the Red Cross fund and instead of spending it for the benefit of the Soldiers they are most likely to use it as pocket change in the purchase of tobacco, beer and liquor for themselves. The Red Cross solicitors for funds are not as successful now in securing contributions as they were before we were segregated on the cars.

The next fact to which we wish to invite your attention is that it is as much the duty of all true American Patriots to conserve patriotism during the war as it is to conserve fuel and food. Those whites who segregated the colored laborers on the trains to and from the Government works at Magnolia, Edgewood and Aberdeen, are not conserving the patriotism of the Negro when the Negro sees men of all other Nationalities and races riding with the whites on the labor-trains while his race only is segregated. Are Negro laborers on our Government works worse than the men of all the other nations and races? Perhaps the answer to this question will be that the colored men were segregated from the whites because of their bad conduct. The laws are in the hands of the white men and it would be an easy matter for the Soldiers to quell all rude, boisterous conduct on the part of the bad colored laborers. Besides, the law abiding element of the colored laborers would willingly assist the properly constituted authorities in enforcing order among the colored rowdies, if requested to do so. Therefore it seems that the colored laborers were segregated on the trains because of their color and race, although, "it is not a time to draw the color line in the service of the nation."

The next thing to which we wish to invite your attention is the fact that "drawing the color line in the service of the nation" injures our entire Country in the estimation of surroundnations, although for the sake of National courtesy they may write little about the matter, just as neighbors in their hearts despise a fellow citizen, who mistreats some of his family. Although they may outwardly respect such a fellow citizen when they are in his presence.

Then there is another fact to which we call your attention, "drawing the color line in the service of the nation," leads the colored people to depreciate the praise accorded colored Soldiers on the battle field for their bravery and galiantry. Some colored people are wondering whether they are included in the "Universal Democracy," for which we all are working, saving, fighting and dying.

The last thing to which we invite your attention is the fact that those white men who persist in drawing the color line in the service of the nation, are not enemies to the Negro, but they are as much enemies to the United States Government as are the hyphenated Germans of this Country. We believe that such white men are secretly aiming to arouse within the Negro hostility towards our Country and that such evil designs should be discovered, exposed and halted.

Finally we call your attention to the fact, that "In view of the gallant record being made by the colored troops in France, it is no time to draw the color line in the service of the nation."

SOME COLORED LABORERS,
U. S. Gunpowder Reservation,
Magnolia, Md.

THE JIM CROW CAR INFAMY.

Daily Herald July 5 1918.

The Jim Crow car infamy perpetrated on the Negro by legislative enactment in many states always a sore, festering, irritating and exasperating abomination becomes increasingly and peculiarly so while the United States is at war with a for-

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 7

eign enemy and the Negro is rendering the government such loyal and unstinted support in all its efforts to overcome its powerful foes.

The war and the conditions growing out of it has not changed or modified in the slightest degree the brutal, rough, humiliating and unjust treatment accorded Negroes in states where the Jim Crow car prevails.

Dirt, filth, grime, smoke, Negro coach jammed next to locomotive tender or baggage car which is next to locomotive tender, insolent and insulting conductors and ticket agents and employees generly, who usually treat Negro passengers as though the trains and railroads are the personally and individually owned property of the employees, are still the chief characteristics of the accommodations which Negro passengers receive for their money.

And it must not be forgotten nor overlooked that for these inferior and degrading accommodations the Negro passenger pays the same fare that is paid by the white passenger. In no other line of business is any law enacted to compel him or is the Negro expected, to pay a higher price for commodities or service which he buys than the white man. If in any individual transaction a higher charge be exacted from a Negro than from a white person and the Negro from necessity or choice pays the price it is not by reason of compulsory laws.

It is a disgrace to any state to enact cheating and stealing into law under the guise or pretense of regulating social race relations. And it is no excuse that the written laws require equal accommodations and if Negroes fail to receive equal accommodations it is in violation of the laws because the framers of such laws know when they propose them, and it is always a part of their nefarious plan in passing Jim Crow laws, that they will be violated.

Not a single Jim Crow statute in the United States was ever passed with the intension that the railroads should be put to the expense of providing and maintaining equal accommodations on their trains for Negroes. Frequently on the Washington-Baltimore electric line Negro commissioned officers have been driven out of cars and humiliated before white enlisted men. Reports have been frequent of the insult and humiliation of Negro officers in other parts of the South by railroad officials. Why should the uniform of the United States Army be insulted and humiliated when its wearer is offering up his life in the service of his government?

It is time for an embargo to be placed on Jim Crow Cars or if they must continue that the statutes creating them be strictly complied with. Decency, simple justice, common honesty demand this; nothing less will answer.

GOVERNMENT CONTROL AND SEPARATE CARS.

Louisville News

Elsewhere we publish an editorial from the Bee of Washington, D. C., in which the action of officials in calling on a well known man of the race to travel through the South, arousing the Colored people to their patriotic duties, he all the while traveling in ill-smelling, disagreeable, humiliating and insulting "jim-crow" cars, is criticised.

It is difficult to conceive or imagine such brazen nerve as this. And it is just as hard to put oneself in the White Man's place and see his viewpoint for any of the multiplicity of discriminations and injustices he practices on the **Black Man.**

When government control of the railroads went into effect, many optomists among us hailed it as the death of "jim-crow" cars, and well they might thing that their government—their national government—with its high ideals and its fight to make the world safe for democracy, and as a place fit for all people to live would abolish this rankest and foulest of legalized evils. But their optomism turned to chagrin and their faith turned to distrust as time has gone on and nothing has been done to rectify the situation.

We understand that law fundamentals preclude the validity of certain suits, such as damages sought for injuries sustained by a cyclone or a lightning stroke, it being held that these are "God's works." Similarly, the color of a man's skin and the texture of his hair, and the make up of his features are "God's works" and to hate a man, or be unjust to him or to make laws designed to belittle and degrade him, is to do these things to the Creator of the man.

But our legislators, judiciaries and executives ignore all this, even while orating on the noblest idealism.

There is absolutely no excuse for the "jim crow" car. It is a hideous social Devil devised by its devotees to frighten the **Black Man** and others into believing that the **Black Man** is an inferior being, a social leper, a thing apart from the rest of humanity.

Its rottenness smells to heaven when one thinks of men like Dubois, Kelly Miller and a host of others of even far lesser standing, being "jim-crowed" with all that the nasty word implies.

It is to be hoped our leaders will not keep silent longer on this monstrous wrong but will awake themselves and arouse an indifferent Public Opinion by incessant, never-ending agitation. The poet says of Vice that for all its hideousness and repulsiveness, "We first endure, then pity, then embrace."

Let us not endure this thing longer and for the sake of ourselves and our Creator, let us never embrace it!

ON A STATE STREET CAR

By James W. Collins

"Hell, can't you wait till I get the damn nickel!"

One knew without turning his head that the speaker belonged distinctly to our Race. I reserve, of course, the right to tell just why. One block further—27th street—the car stopped to take on more passengers. Then the excitement started. It seemed that to this particular bunch of folks belonged the specific right of cursing, using vile words, and mixing rowdiness and indecent conduct with bad gin and worse whisky.

"Hey, Bill, come up hyar; you ain't in Bingham."

"Aw, shut up, you bottle of ink," was the rejoinder, and this was followed by loud, uncouth guffaws.

That ride from 27th street to 39th was memorable. Tabulated, it was this:

At 32d, a fight.

At 34th, a gentleman of Color wanted to throttle the motorman for not remembering that his excellency always got off at 33d street.

At 35th, a woman berated the motorman for failing to heed a signal that he never got.

At 36th, a "Stroll-hound," or, rather, a "night-owl," undertook to imitate a nightingale.

At 37th place, a devoted lover began with a goodly show of ardor to apply his lips to those sweet ones of his beloved.

Now, these things, to a lay mind, were interesting, to say the least, and up to this point were strictly impersonal, but then they changed.

At 38th street a great, robust fellow landed a pair of 12's on my instep. And to add insult to injury, he seemed never to know this painful fact. I began to wiggle my toes, but that effort was vain. I don't suppose he felt the movement. Finally, unable to hold two hundred odd pounds longer in comfort, I feebly touched his elbow and said, "Please, sir, you are on my foot." "Humph," he said, as he glanced down. "Put it in your pockets!" But he moved off, I suppose, that I might comply with his wishes.

Soon after I went front to smoke. I did so for two reasons: (1) Safety first; (2) to escape looking into the eyes of my suffering fellow passengers who sat, unable to raise hand or voice in protest to these indignities. If I thought peace had come, I was badly mistaken. My friend—the one who stood on my insteps—came also to the smoker, rolled a cigarette and began searching his pockets for a match. Unsuccessful, he asked me for a "light."

"Sir, I can accommodate you. I put my matches and not my feet, in my pockets." He laughed, as I knew he would. That was my cue for conversation. We talked of many things and although he was "teed-up" a bit, he wasn't absolutely as far gone as he would have one believe. Feeling that the moment was opportune for the question that was next to me, I asked him what pleasure he and his associates derived from their bad conduct and if he didn't think it reflected in a notorious manner on our Race. He knitted his brows as if in deep thought and presently, looking up, saw that he was at the transfer point.

"See hyar," he exclaimed, as the motorman opened the door, "understand? I don't give a damn!"

No further comment is necessary in this presentation of an experience that is true to life and 100 per cent accurate in its essential details. It has been written around the personal pronoun. And it is purposely flippant, but this evil of misconduct in public places and especially street cars touches every decent, respectable person in our section of the city.

Conductor Ignores Govt. Orders; Jim Crows Soldier

Texarkana, Texas, June 28.—S. P. Jones, St. Louis, Mo., while on his way to Camp Cody, Deming, N. Mex., traveling on a train and transportation furnished by the Government, was ordered out of a Pullman car by a white train conductor at this city, the border line between Texas and Arkansas. "This incident seems to put squarely up to the War Department for decision whether the Department will insist that enlisted men traveling under government orders shall be accorded the kind of service authorized by the government and provided for by the transportation furnished, to-wit, service without discrimination in Pullman cars when Pullman service is authorized and provided by the Department," says Secretary John R. Shillady of the National Association for the Advancement of Colored People in a letter to the Secretary of War.

The train conductor declined to honor the U. S. Government's transportation orders given Private Jones, and he was forced to leave the train at Marshall, Texas.

NEGROES COMPLAIN OF ACCOMMODATION ON PASSENGER TRAINS

AUSTIN TEXAS AMERICAN
APRIL 19, 1918

A committee representing the X. Y. Z. club, called upon Allison Mayfield, railroad commissioner, yesterday and requested that steps be taken to make improvements in the possenger train sections that are reserved for colored people.

The committee stated that the white people were crowding into the cars reserved for the negroes, that there were poor lights and not a step for the women to step off and on the cars.

They stated also that the conductors were abusive in their language and that the cars were untidy.

Mr. Mayfield agreed to attend to the matter at once, and stated that conditions would be looked into and remedied.

The X. Y. Z. club, organized by the negroes as on uplift club, and one for making civic and moral improvements and for anything to uplift the race.

The executive committee consists of the following:

Dr. E. W. Abner, president; I. A. Mitchell, vice president; Dr. S. I. Brown, recording secretary; Prof. G. W. Norman, treasurer; William Tears and the Rev. J. W. Warren.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

Jim Crow Car Laws—1918

Discrimination of Country's Railroads Probed by Tyler

WASHINGTON, June 10.—Recently Ralph W. Tyler, national secretary of the National Colored Soldiers Comfort Committee, sent the secretary of the treasury, Mr. McAdoo, who is in charge of the railroads now under government control, a letter asking that some steps be taken to estop the jim-crowing of Colored soldiers and Colored speakers presenting the war aims of the government. It is stated that Mr. Tyler, in his letter, suggested that now that the railroads are under government control, and this war is in the interest of the oppressed peoples of the world—for world democracy—it was hurtful to compel Colored soldiers and Colored patriots to accept inferior accommodations to which even aliens are not subjected. Mr. McAdoo, it seems, referred Mr. Tyler's letter to Judge Prouty, director of public service, who invited Mr. Tyler to call for a conference on the matter. The conference was held last Tuesday morning. It is stated that Judge Prouty, the director, expressed himself as having always believed Colored people should have equal accommodations; that he expressed sympathy for the race, and his personal views against segregation and discrimination because of color, and that he promised to take the matter up with Mr. McAdoo on his return from the Virginia health resort where he is now recuperating. It is reported that Tyler advised the director that the subjecting of Colored soldiers especially, and Colored men who had volunteered to deliver speeches presenting the war aims of the government, to grossly inferior railroad accommodations was hurtful, and inconsistent with the president's declaration as to why America had entered this war. Mr. Tyler states that Judge Prouty, the director, who is a Vermonter, accorded him a most cordial interview and assured him that he, personally, entertained no sentiments antagonistic to justice for the race.

LET US BE SPECIFIC.

One point has been clearly brought in the correspondence consequent upon complaints submitted to the Director General of Railroads against the abomination of the "Jim Crow" system, as President Scarborough so justifiably puts it. That point is that the Railroad Administration is not in a position, and will not endeavor to put itself in a position, to help in a campaign against that system.

But the Railroad Administration has placed itself upon record as recognizing its duty to provide adequate accommodation for both white and colored passengers. That the accommodation now provided colored passengers is far from adequate is a matter capable of proof, if those who have endured its hardships would submit their complaints in the form of specific information, giving the names of roads and the details of the treatment and accommodations, or rather lack of accommodations, forced upon them.

The officials of the Railroad Administration have promised to have any case of the mistreatment of a passenger investigated, with a view to providing the adequate accommodation that it stresses as due to every passenger, of whatever race or color. Let the next protest or complaint deal only with specific instances of such mistreatment, or the deliberate failure to provide the decencies, which should be embraced in the term of "adequate accommodiation."

Incidentally, it might be maintained that President Scarborough's letter presented a specific instance of the failure to provide the adequate accommodation that the Railroad Administration declares itself as favoring. The failure to provide sleeping accommodation for a passenger of his character and position certainly indicates a lack of adequate accommodation. If the state law prevented his occupying a berth in the sleeper attached to the train in question, in common with white passengers, another sleeping coach should have been attached to the train. Let the Railroad Administration be consistent and insist on the provision of the "adequate accommodation" that it stands for.

Let us drop the general denunciation of the "Jim Crow" system for the time and try the effect of being specific.

Give the Railroad Administration a chance to make good.

URGES JUSTICE TO NEGROES ON CARS

WELL KNOWN LADY CALLS ATTENTION TO CONDITIONS ON STREET CARS HERE.

Apropos of the campaign about to be launched for the betterment of the Negro of the south I would like to call attention to a piece of gross injustice that is being done them every day, under our very eyes, with apparently no notice taken of it by those in authority. I refer to the encroachment of white persons upo nthe seats set aside for the colored people in our street cars.

All fair minded persons I think will agree with me that certain seats in the cars should be designated for Negroes, and not be used by white persons under any circumstances.

It is a matter of common observation that white passengers constantly invade the colored section, whose seats in turn are never relinquished to the Negroes, even though later any number of colored persons, whether female or infirm, enter the car and huddle in front. A grey-haired, venerable-looking Negro woman hanging by a strap, and being tossed about by the car, and a well-groomed, robust young white man occupying a seat in the colored section, is not an uncommon sight, and should arouse the indignation of any member of a race which boasts of its civilization and chivalry. I would further suggest that street car operators treat Negroes with a little more civility, but as that is entirely a matter of manners, I do not urge that point.

We all know their shortcomings—most housekeepers have suffered grievously at their hands—but it would be unfair to judge by Anglo-Saxon standards this shiftless and unfortunate race, so lately transferred from cannibalism to slavery, and from slavery to freedom.

They have many good traits which would be strengthened and encouraged could their confidence be gained by their friends, the better class of whites. It is to be deplored that the confidence formerly existing between the two races no longer exists. It was lost during the harrowing days of reconstruction and seems gone never to return.

Many persons yet living recall wtih deepest gratitude the Negroes' loyalty and affection for the helpless women and children consigned to their care during the trying years of the Civil war. Oftentimes they slept like faithful watchdogs on the thresholds of their masters' homes.

Granting that the Negro is far from a perfect being, that he possesses few of the virtues we so highly prize, this does not in the least remove our obligation to him as a member of the human family. Let us accord him a little more justice!

MRS. J. D. DABNEY, SR.
Birmingham, Dec. 14, 1918.
—Birmingham Age-Herald.

THE JIM CROW CAR DETESTATION

The Federal government in assuming control of the great railroad systems took over by inheritance, as it were, the statutory loathsome diseases which state control inflicted upon the railroads. By far the worst, the most irritating and disturbing of all the unjust laws or oppressive treatment of Negroes in America is the Jim Crow Car. Every type, class, caste, and condition of Negroes is degraded by it.

The Jim Crow Car is worked twenty-four hours, three hundred and sixty-five days in every year to stir hate, create rebellious antagonism for men who by racial agitation secure the passage of laws to humiliate, degrade, and cheat people against whose pleas for justice the courts are dumb. The Jim Crow Car laws and the outrageous and abominable manner in which they are enforced lessen the respect of the Negro for law because of their injustice, and operates to a greater extent than perhaps any one cause to create the unrest and dissatisfaction which has existed in the South since Jim Crowism became general in that section, and which has been evidenced by the migration of more than a million Negroes to other sections during the past five years as fast as they became assured of ready and continued employment.

Notwithstanding the apparent belief of white men to the contrary Negroes are no t different from other races. They do not accept cheating, abusive and rough treatment, degradation and humiliation with resentment in any less degree than other races although they endure them with apparent willing-

ness when there is no escape from endurance.

There is no business man or business concern in America which so openly and flagrantly cheats his patrons as do the railroads of the South its Negro patrons under the form and by reason of the protection of unjust laws. All passengers pay equal fares and equal taxes upon their fares to the government based upon the laws regulating transportation of passengers that accommodations shall be equal In no state where Jim Crow detestation exists are accommo-

dations for Negroes equal

or in any degree approaching equality as furnished persons of the white race.

Politicians demanded and secured Jim Crow Car laws upon the plea that riding together in the same coach recognized and encouraged "social equality" whatever that may mean. Is social equality also involved in giving Negroes one hundred cents value for a dollar? While the air is charged with asseverations of liberty and equality and world democracy can the southern patriots whose hearts burn for justice for the oppressed peoples of Europe justify the act of compelling Negroes to pay the same passenger fare for dirty, stuffy, end jammed accommodations, most often without lavatories, and with but one toilet for both sexes, while other passengers who pay no more have every accommodation known to modern travel?

There is just as much social equality and no more in whites and Negroes riding together in the same coach as there is in white and Negroes walking on the same sidewalks, buying goods over the eame counters, receiving or paying monies at the same tellers' windows, paying taxes at the same tax collector's office. All men of a reasontble degree of intelligence know this and it is high time that politicians be checked in their career of riding into office upon racial issues and that unjust and oppressive discriminating laws be cast aside for a season at least for the common welfare of the entire nation.

We do not believe that the Federal authorities operating the railroads countenance or approve of injustice to Negro passengers on public carriers and appeal should be made to them to abate the hardships to which Negroes who are forced to travel are subjected.

Jim Crow Cars have served their purpose of maintaining bad feeling and strife between the races, they should be abolished.

THE W. B. A. AND ITS TREATMENT OF NEGRO PASSENGERS

1-10-16
Daily Herald

In a letter published in another column Mr. L. H. Davenport recites his very disagreeable experiences in an endeavor to travel as a paid passenger on the Washington Baltimore and Annapolis Electric car line. He had purchased a ticket for Washington and was harassed, annoyed and for sometime denied the right to secure a seat of his own choosing on the train, being required by employes of the Electric Company to sit in a car designated by them. When he refused to enter the car designated he was told by this underling to redeem his ticket that "the company did not cater to Negro patronage."

Complaints as to treatment of Negro passengers on this line are becoming more and more frequent. Dean Pickens had a turbulent experience some months ago almost resulting in blows. Negro officers and private soldiers have frequently been roughly and brutally insulted by these petty servants of a public corporation whose lines are operated supposedly for the benefit of the public and whose franchise privilege and the right of eminent domain flows from and concerns taxpaying citizens of every race and class. It does not lie in the mouths of those high and mighty hirelings to say whether they "cater" to any class or race of citizens. It is the duty of public carriers to transport all passengers who pay their fare and comply with the laws.

The abominable and degrading intra-state Jim Crow laws of Maryland do not apply to inter-state passengers and the W. B. & A. Electric Company has no more right to Jim Crow or to attempt to Jim Crow passengers than the B. & O. or the Pennsylvania railroad companies.

Jim Crow Car and attempted Segregation laws create more racial friction, breed more discontent among Negroes and cause more bitter and intense resentment than any other legal restraint and oppression placed upon Negroes.

Based upon the lying pretense that sitting and riding in the same coach forced social equality between the races, notwithstanding twenty-five years of such commingling in the heart of the South produced not a scintilla of evidence of any tendency towards social equality, it has been used to humiliate, degrade and cheat Negroes in every state where politicians are able to use it to secure votes to put themselves in office. And because a base law which sanctions cheating by charging one price to all classes of passengers and giving altogether different and greatly inferior accommodations to one class, the effort is made continously by the W. B. & A. Electric line to enforce the same obnoxious law against Negro passengers travelling beyond the state limits and are exempt from its operation.

It is the duty of Negro passengers to resist in every way and by every means the plainly unlawful attempt to degrade them. They should in no circumstances permit themselves to be intimidated even by a show of authority by officers of the law who make haste to aid in oppressing rather than protecting citizens in their rights under the law.

AUGUSTA GA HERALD
MAY 15, 1916

STRUCK BY WHITE MAN IN STREET CAR, NEGRO ASSAULTS HIM LATER

Excitement Near Hancock Station Tuesday. Alleged Assailant Chased By White Men. Negro Bound Over to the City Court.

Trouble in a street car Tuesday morning in which it was alleged that a white man struck a young colored man on the head for taking a seat in front of him, resulted in considerable excitement at and around the Camp Hancock station in Summerville that afternoon when the same negro threw a brick from behind and struck the white man on the head as the latter was about to board a street car.

The white man was Mr. V. B. Longino, a carpenter, who resides on 8th Street. The negro was Sam Martin, who faced the recorder Wednesday morning on the charge of disorderly conduct.

Mr. Longino testified that there were several negroes about the station, and one of them threw a brick as he was about to board a car. At first he did not know who his assailant was. Finally Martin was pointed out by another negro, and a pursuit began participated in by Mr. Longino and several other white men. Martin eventually surrendered and was detained by the Summerville police. He told the recorder Wednesday morning that Mr. Longino had flourished a hatchet while in pursuit of him. Martin said that he had taken the seat in the car by mistake.

It appeared that Martin heretofore had a good reputation as a law abiding colored man, and in citing this, the court told him that this alone saved him from the heaviest fine that could be imposed. The judge stated to Martin that to strike a person from the rear was most cowardly, and if it was true that he waited for Mr. Longina and threw the brick as the latter was about to board the car he might consider himslf fortunate in escaping with his life.

Martin was bound over to the city court under heavy bond to answer the charge of assault and battery.

UPHOLDS LAW FOR SEPARATE COACHES FOR TWO RACES

5/10/16

(By United Press.)

NASHVILLE, TENN., March 9.—The law providing for separate coaches for whites and negroes was upheld by the State Supreme Court today in the case of Mrs. Mattie Shelton and others against the Chicago, Rock Island and Pacific Railroad. The plaintiffs on a trip from Memphis to Little Rock entered a dining car and gave orders. Soon three negro women came in and sat down at a table opposite. Then three negro train employes took seats at a table back of them. The plaintiffs objected and left the car.

In the lower court the plaintiffs were awarded damages. The Supreme Court affirmed the decision, but reduced the damages.

The road claimed to have a rule by which after three calls "to the diner," negro passengers were admitted.

BE STILL, SAD HEART;
Jim Crowers Still in Saddle

One question has been upon the lips of Lincoln's children since the government took over the railroads—only one question. It is this:

Now that the United States will operate the railroads, will Southern states be allowed to continue as common carriers the hog pens for the Race, or will all Americans, paying a like fare, ride in a common coach in Mississippi as well as in Illinois?

The Race is Federalist to the core. The serpent of states' rights the Race would crush with the heel of scorn. The theory upon which slavery fed to the full, and upon which slavery drew its last foul breath—states' rights—is the theory of the Jim Crow car, concubinage and lynching today!

Turning with eager heart to the Federal Government for relief from hourly ills, the Race turns from the wickedness of the state that shatters and spurns the mandate of the Constitution. And it was the Federal Constitution that gave the Race life and liberty and put the ballot in their hand.

Hope was high in the breast of the Race that the vulgarity of the South, as shown in the Jim Crow car, would be ended under Federal control of the railroads.

In no department of the government does the line of race or color hold the Race to the black; not in the letter of the law, though in the spirit of the law, as applied by Democratic charlatans, the yoke is heavier today than at any time since Hayes bartered away the sacrifice of Lincoln that power might follow crime.

The Negro Academy, embracing in its membership the scholars of the Race, in session at Washington last week, asked President Wilson to take down the Jim Crow signs in Southern trains and let democracy begin at home. The White House was indignant, we learn. The White House is easily insulted and readily indignant when any child of that Lincoln who was shot to death by the powers then and now opposed to liberty and equality asks for bread or protests the stones aimed by tireless hands at his loyal head.

The reply to the request was not written upon the parchment of state. No such courtesy was to be shown "insolent blacks." They were beside themselves, so it thought. Such reply as was to be made to this entreaty was intrusted to hands known for their readiness to slay a race and their willingness to stop the march of liberty.

This is the reply. It was handed the United Press. It appeared Sunday, January 6, in every daily newspaper in the South. Read it; read it and shudder:

(By the United Press)

Washington, Jan. 5.—What hopes Southern darkies may have had of riding in "white folks' cars" now that the government is operating them were dispelled tonight.

It became officially known that state regulations prescribing "Jim Crow" cars will not be interfered with by the railroad administration.

Indeed, all such regulations by state railroad commissions appeared likely to stand, for some time at least, it was said.

Southern darkies! And the poor white trash, whose ancestry runs directly to London jails and homes for wayward girls—riding high and saddled well—goes on with one foot on the neck of the Race it has never forgiven for joining Grant's army, and the other on the neck of the white North!

The Race will endure the Jim Crow car until the end of it, but the end will not be as long as the beginning, for the guns of the war are shouting against the Huns in Europe and the Red Shirts and Ku-Klux in Dixie.

If God takes time to remember Leopold's Belgium, surely He cannot forget a Race of millions, compared to whose cross and suffering in the land of their birth at the hands of their countrymen in time of peace, with the sanction of the state, with the approval of the American brand of Christianity, Belgium is but a fairy tale!

Consider the men behind the order. Already you have considered the Democratic party. You know that for three-quarters of a century it has been the party of slavery, fraud and profligacy. There are only a few honest men in that party. Such as are found there live in the North. They don't brag of their political association. They know that Southern immoralists control the party that has made all the trouble the country has ever had; brought all the blood, fathered all the dishonor and drawn every tear that has flowed.

Measure the men. There are many of them. Offending both the memory of the fathers of the country and the political history of the nation, the crimes of the Democratic party against the Race; the effort to put the Race back into slavery and undo in peace what was done in war—all have received the sanction of those who have risen on the political degradation of the Race.

Many undertake the task of making the Race forget their God and Lincoln—neither of whom have they forgotten or will ever forget.

Ten years hence we will all wonder that for thirty years a great government allowed one-ninth of its population to be degraded by the Jim Crow car. The Jim Crow car will pass. It is passing now. This news from Washington is its death strangle.

And with the Jim Crow car will pass the Democratic party, the Jim Crow party, whose platform is hate.

"White folks' cars." What "white folks"? The "white folks" who make trouble on Southern railroads are bootblacks in the civilization of the real white people—the Northerner, whose money, inventive genius, industry, skill and scholarship have made a home for the round-shouldered, improvident breed that infests the South.

The Race in Indiana considers itself no better than the Race in Alabama. The "white folks" of Alabama are not as advanced as the white race in Indiana. If, then, the white race in Indiana can ride in cars with those of darker hue, why are separate cars necessary in Alabama?

If it is the color and race that offend, why is it in Southern cars Race women nursing white children are allowed by custom and by law to ride in the "white folks' cars"?

The Jim Crow car was created for no other purpose than to keep the Race in slavery. And we do not propose to accept the Jim Crow car. We propose to denounce the Jim Crow car as long as authorities approve the Jim Crow car or are silent thereupon.

The Jim Crow car to the contrary, let the Race remember that the Stars and Stripes is their flag. They saved it from the dust when the blood that now rules the land was shed in the effort to blot out its Stars and put up the bars instead of th Stripes. Let us press on across the sea and call on William in the name of the land of our birth, and remember—

That God lives, the memory of Lincoln is deathless, and the Republican party, having been in Gethsemane, will now proceed to the mission of making men free!

JUST A LITTLE PLEA.

It was on a Cedar avenue street car the other night. The writer was standing on a back platform as a dainty little maiden with dainty clothes climbed aboard. She was fair and pale-faced—as the Indians say. The car was fairly well crowded, but there was just one seat for her, and about one-half seat to spare. She gavotted carefully up the aisle, hanging on the straps affectionately as she went—for they, useful things, were preventing her from falling. She sat down and drew the skirt of her overcoat, which was a creamy white, close about her. The car stopped. A man climbed on. He was sombre-hued and looked like a descendant of Anak. His clothes smacked of the stockyards. His hair was unkempt and gave mute evidence of many things not nice to mention. This newcomer spied the vacant half seat near the young lady of our previous acquaintance and he cumberously proceeded up the aisle, wedged as much of himself as possible into the space, and proceeded to look around the car with the dignified grace and satisfaction of a Caesar. The young woman got up.

That this man, weary and worn, perhaps with a day's toil, should desire to sit down, was agreed; but that he should endeavor to clean up a bit before leaving his place of employment was not too much to expect, and is what we, in all sincerity, ask of our race men who have newly arrived in this jim-crow-less city. Clean up, or else stay on the back platform.

Please, please, please.

Chicago Defender 1-19-18

Jim Crow Car Laws—1918

WHY DIDN'T YOU DO YOUR DUTY, MR. THOMAS?

We learn from the Memphis Press that Mr. D. D. Thomas, head of a firm of contractors in the Tennessee city, is very much fussed up about having to ride in a Pullman car with colored soldiers. He was so hot that he wrote a letter to his senator telling him all about it.

These are the terrible facts which Mr. Thomas related in his letter: Leaving Washington on the Southern Railway's Memphis Special at 3:10 a. m., Monday, December 9, he boarded the Washington-to-Memphis sleeper and found 14 colored soldiers in it, on their way to Camp Shelby.

Later he boarded a New York-to-Memphis sleeper, and in the morning found that the sleeper was occupied largely by colored soldiers and that there were three unescorted ladies on board in lower berths under uppers occupied by the soldiers.

We can imagine the high temperature of the indignation which burned in the gallant and chivalrous breast of Mr. Thomas at such a sight. But why so much indignation? It does not appear that any of the ladies were harmed; at least, none of them seems to have complained that they were.

What we cannot understand is why Mr. Thomas restrained himself to the mere writing of a letter to his senator. Here was a plain and flagrant violation of the Southern code of "social equality," colored soldiers and white women riding in the same Pullman car; no, worse than that, white women in lower berths under colored soldiers in upper berths.

How could Mr. Thomas stand it and patiently wait to write a letter? Is it possible that there is a deterioration in the Memphian brand of chivalry? Why did he not in accord with the rules governing "Southern knighthood" under such conditions, charge down on the fourteen? According to Southern traditions, fourteen scared Negroes would have immediately gone through the car windows, regardless of the fact that the windows were double glass and the train moving at full speed.

Or was Mr. Thomas' restraint due to the fact that he did not have his "crowd" with him? If that is true, then the boasted bravery and courage of these self-anointed, avenging knights is all a sham; they need to have a hundred to one before they will undertake a job; very unlike the knights of old, who single handed would charge an army or a den of dragons or anything else they could get at.

Mr. Thomas, you didn't do your duty. You didn't even offer a word of protest on the spot, but sneaked off home to write a letter. Are you not really ashamed of your actions?

THE HARVEST

ONCE UPON A TIME, so the story goes, a small band of earnest men and women, with their families, started out in their canvas-covered wagons to find a home in the far West. One day they were detected by a pack of wolves whose sole mission on earth seemed to be to feast on the flesh that covered these said travelers' bones. The little band, after a hasty conference, decided to throw all their food stuff to the hungry beasts and flee while they were appeasing their appetites. An hour later the same pack, with additions, were on their trail. Another conference concluded with an agreement to sacrifice one of the children. The wolves, strengthened by food and crazed by the taste of human blood, soon again rushed on after the migrators, howling louder than ever. The third conference brought a decision to stand and fight, with the result the wolves that did not suffer death were frightened back into the forest.

A good story should have a moral. In this it clearly shows the folly of temporizing, of substituting palliation for retaliation. It drives home the fact that everything worth while is gained only after a fight, a fight with brains as much as with brawn. It is plain to all that we have suffered, since our entrance into this land, every kind of injustice patiently, tossing, like the band of migrators, our daintiest morsels in the vain hope of appeasing the appetites of the wolves in the shape of human beings who have followed us threateningly. But we, like the migrators, have seen the error of our ways and decided to fight—not tomorrow or the day after—but TODAY, and every day thereafter for the rights guaranteed under the fourteenth and fifteenth amendments to the Constitution of the United States.

The time is ripe for striking at a wrong the moment that wrong bobs up. The fact that our country is at war offers no excuse for one class of citizens attempting to abridge the rights of another class of citizens simply because, numerically, they are stronger. It offers no excuse for discrimination based on color. When the government took tentative control of the railroads of this country it made each and every citizen a shareholder, with the same rights and privileges. If the powers that be can commandeer every railroad, depose every official, and run the various roads as one, why is it not possible to abolish the "Jim Crow" cars of the South? Why must the state laws in this particular instance be observed? In times like these is it not the duty of every good citizen to allay friction? We do not ask that CHARITY, but JUSTICE, begin at home.

While brothers, sons and fathers are "over there" giving their lives for the cause, mothers, sisters and daughters are over here riding in "Jim Crow" cars, insulted and lynched by, as the Southern press puts it, "some of our best citizens." The wolves have been feeding on these things and have become fat and arrogant, while we have been passive. When we place a three-cent stamp on a letter we hold the government responsible for its safe delivery. It goes North, South, East, West, all over the world. Passing through white hands and black hands, no question is asked as to whether it is the letter of a white or a black person. The white mail carriers of the South deliver the letter written by the black man and no questions are asked. The government says it shall be so and it is so. The fight isn't all on the other side of the water. Those of us who remain at home have a double task; we must furnish means for those at the front to successfully carry on the war and we must fight with our neighbors, not for self-aggrandizement, but fight to get simply what is due us.

The outside people must ask what manner of people are these who leave their own shores to fight for that which they do not sustain in their own land. Does it resolve itself into "do as I tell you and not as I do?" President Wilson has intimated that he will stand no more lawlessness, that the Federal government means to protect all citizens, and these wolves who have lived in luxury by the sweat of our brow he undoubtedly will tell in no uncertain tones that it is time to put on the brake or there will be a collision. We are high enough, broad enough, and resourceful enough to give of our number and of our means all our government wants to fight the Allies' common enemy and then have enough of the essential qualities to strike hard and fast at every form of discrimination contrary to law, to be found in our country, so when our boys do come home they will find, not only the home fires burning, but what they risked their lives for abroad, TRUE DEMOCRACY.

MUSKOGEE, OKLA., DEMOCRAT
OCTOBER 7, 1918

Dick Long has lost all of the Jim Crow signs that used to be used in the street cars, and which are required under state law. This, together with the absolute disregard of the conductors relative to enforcement of the Jim Crow law is not adding anything to the good impression we hoped visitors to the fair would get.

Jim Crow Car Laws—1918

FEMALE PASSENGERS BEING "JIM CROWED" IS CHARGED

New York Age 6-18-18

White Girls on One Side of Car, Colored on the Other.

DRAW LINE IN JERSEY

Colored Girls are Instructed to Sit on Different Side of Street Car From White Girls When Going To and From Work—Plant of the American Can Company at Kenilworth, N. J., Said to be Controlled by Government.

(Special to THE NEW YORK AGE.)

Kenilworth, N. J.—The attention of government officials at Washington has been directed to the alleged charge of "Jim Crowism" to which the colored employes are subjected when riding on the street car operated between Kenilworth and Aldine for the benefit of workers at the American Can Company plant.

Thirty-eight colored women and about 130 colored men are employed at the plant of the American Can Company, said to be controlled by the United States Government.

Until a few days ago the arrangement to carry the female employees of the plant to and from Kenilworth on the street car free was carried out without a hitch.

Then the colored girls were given a big shock one day last week when the conductor refused to take any passengers except the white girls.

Hearing of this disgraceful incident the colored men held a conference and agreed not to report for duty until their superintendent was seen and the incident satisfactorily explained.

The superintendent explained that the conductor had made a mistake and that there had been a misunderstanding.

However, the new method in which the women are taken to and from the plant of the American Can Company savors of "Jim Crowism" practiced in the South, for the white girls are put on one side and the colored on the other.

This effort to separate the races is being done in New Jersey.

N Y C TIMES
JUNE 24, 1918

PROTESTS 'JIM CROW' LAW.

Negro Soldier in South Said to Have Been Put Out of a Car.

A letter alleging that a negro soldier traveling in a Pullman car upon transportation provided and ordered by the military authorities had been ordered by a railroad employe to leave the car when the Texas-Arkansas border was reached was sent to the War Department yesterday by John R. Shillady, Secretary of the National Association for the Advancement of Colored People.

He alleged that the negro soldier was being transferred from a unit in the North to one in New Mexico and that his transportation charges, with an allowance for the use of a Pullman car, had been paid by the Government. He added that the association wished an investigation of the circumstances so that soldiers should have "service without discrimination in Pullman cars when Pullman service is authorized and provided by the department."

A letter was also sent to Governor Phillip of Wisconsin asking whether it were true that negroes were excluded from the State Tuberculosis Sanitarium.

"JIM CROW" CARS UPHELD

White Passengers Awarded Damages Because Negroes Admitted to Diner.

NASHVILLE, Tenn., March 9.—The law providing for separate coaches for whites and negroes was upheld by the State Supreme Court today in the case of Mrs. Mattie Shelton and others against the Chicago, Rock Island & Pacific Railroad.

The plaintiffs, on a trip from Memphis to Little Rock, entered a dining car and ordered meals. Soon three negro women came in and sat down at a table opposite. Then three negro train employes took seats at a table back of them. The plaintiffs objected and left the car.

In the lower court the plaintiffs were awarded damages. The Supreme Court affirmed the decision, but reduced the damages.

The road claimed to have a rule by which, after three calls "to the dinner," negro passengers were admitted.

CLAIM NEGROES CROWD THE CARS

Roundsman Sergeant Ralph King announced yesterday that he had received instructions from the police officials to give warning to the officials of the Montgomery Light and Traction Company not to allow negro passengers on the street cars to crowd into the white compartments. The roundsman stated that he had received numerous complaints that negroes were allowed to occupy seats in the cars that were reserved for white passengers and also allowed to crowd the aisles of the cars.

Sergeant King stated that if the conductors and motormen did not stop the negroes from this practice that arrests will be made and the offenders will be prosecuted. It is said that citizens

WHITE MAN CREATES TROUBLE ON MEMPHIS STREET CAR

Memphis, Tenn., May 24.—An unknown white man riding on a suburban South Memphis street car, imbued with Race prejudice, snatched a member of our Race but of the seat to which he was justly entitled by reason of having paid his fare—and proceeded to brutally mistreat him, whereupon the abused man objected, but was doubly teamed by several white men and violently thrown from the car. In self-defense he drew a revolver and fired into the car window, striking a white woman, Mrs. M. L. Alvarez, a foreigner, inflicting a slight flesh wound. The bullet was extracted by the woman herself. Since there is little chance for a fair and impartial trial in the Memphis courts, this man who fired the shot in self-defense was fortunate to escape.

N Y C SUN
MAY 4, 1918

EJECTED, SAYS NEGRO; SUES.

$10,000 Asked for Refusal of Berth in Pullman.

Thomas E. Schumacher of 150 Nassau street, a negro, brought a $10,000 suit against the Pullman company in the Supreme Court yesterday, alleging he had been discriminated against because of his color.

Schumacher says he bought a ticket from Kansas City to Chicago on March 16, over the Sante Fe Railroad. He entered a sleeping car, he says, and asked for accommodations, but was refused, assaulted and thrown out. He asks $5,000 for the refusal to give him a berth, and $5,000 more for the alleged assault.

DETROIT MICH NEWS
JULY 10, 1918

Wants Jim Crow Laws.

To the Editor: The writer is a northerner and has every sympathy with the colored race. It is because I believe I understand the Negro and his situation in the northern city that I desire to call attention to the need of providing him with separate schools and separate transportation facilities in Detroit.

The large influx of Negroes from the south has brought in hundreds—perhaps I should have said thousands—of Negroes who have not been used to associating on an equal footing with white men, and it is well that we do not allow them to get the idea that they can mix with white men and white women. For as soon as they do get this idea, they will try their best to break down the race barriers which now keep our race and their race pure, instead of both being merged into a mulatto, inferior if not degenerate people.

It is to be hoped that some member of the legislature will have the courage to propose a law providing separate seating facilities in our cars and separate schools, for Negroes.

J. B. DEERING.

BALTIMORE MD EVENING SUN
MAY 11, 1918

Negroes In South And In British Colonies.

TO THE EDITOR OF THE EVENING SUN:

Sir—I read of the insult to a Mrs. Dixon by a negress, also the many letters concerning it. I would like to say that it certainly is time to let the negroes know their place in this world and that neither now or later will they be allowed to forget and overstep their boundaries.

The Southern negroes are much better behaved and as to those of the British Colonies, well, they would not dare be so insolent, although there are no Jim Crow laws. They never should forget that they are a race of themselves and while a good many reach high positions in life and deserve much credit, it will never come to their being looked on as desirable associates for white people. If the more ignorant class of negroes were only taught to use better judgment and not tread on white people's toes, as it were, the sooner they would realize that more respect in general would be given all negroes.

I am a British woman and lived 15 years in the South and never once did I hear of such an insolent negress as described by Mrs. Dixon. I have noticed how they always push ahead of white people on the cars in Baltimore.

As to Sergeant Landin, I saw him myself and must say he deserved the many favorable remarks heard on the day of the parade. Possibly Mrs. Dixon did not stop to think when she brought his name into the subject.

JOHNNY BULL.

DETROIT MICH NEWS
JULY 20, 191[illegible]

White Woman Speaks for Negro's Rights.

To the Editor: Who is it that is disputing the rights and privileges of the so-called "colored race" here in Detroit? If it is the alien, he had better return to his native land, where he will find no Negro. If it is an American citizen he ought to be ashamed of his lack of patriotism.

The Negroes are American citizens. They are here to stay and do your work. All they ask is decent treatment and the same rights as other men.

You don't have to mix with them. They don't ask or expect it. In fact, I think, as a rule they much prefer you would let them alone to their own associates.

If one transgresses the law, punish him the same as any white law breaker—no more, no less.

If you have to sit by one in a street car, he is not going to contaminate you. As for separate schools, let them have them if they want them, provided there are enough colored children in the city to maintain them. Let them be supported from the public school fund—the same as any other public school.

As for the patriotism of the colored race to this country: there is no question about it. To illustrate, in the "Patriotic Parade" of July 4, the colored men marched together, waving the American flag with its plain red, white and blue, unadorned with any yellow or gold fringe. Let me add that they should have been allowed to have sung their southern songs of their own selection.

A WHITE SUFFRAGET.

NEGROES ASK M'ADOO TO BAN "JIM CROW" CAR

7-11-18

Denver, Colo., July 10.—A resolution to be sent to Director General McAdoo demanding that he as director of railroads abolish the "Jim Crow" car, which was described as "filthy, insanitary and undemocratic," was adopted at the annual session of the National Association of Colored Women here today. Another resolution asks the war department to assign 2,000 negro nurses for hospital duty in the war zone to care for wounded negro soldiers.

EDITOR REFUSES TO RIDE IN CATTLE CAR

The Star Tribune

Because Editor Murphy of the Baltimore, Md., "Afro-American Ledger" refused to ride in a cattle car, while on his way to Washington and entered a coach carried for white passengers, he was roughly handled by the conductor and arrested.

N Y C MAIL
JANUARY 31, 1918

Negroes and the Railroads.

The taking over of the railroads by the United States government is an event of first importance to colored Americans. Not only does it probably mark the ending of a system of private profit, based upon so general and standardized a necessity as travel, but it goes further than that. With the proper administration in Washington, it means the end of the "Jim-Crow" car, for with the government as owner what state can prescribe conditions of travel?

Moreover, the railway unions have absolutely excluded colored men. Only *white* men can belong to the conductors' union, the engineers' union, the switchmen's union, the firemen's union, etc. If the government continues to hold the railways after the war, and this is more than probable, these union men will become civil servants. Any person passing the requisite examination, be he white or black, can enter this service, and he cannot be excluded from the unions.

It is, therefore, the business of every black voter to see that the railways of the United States never revert again to private hands; and then to use his growing political power in the North to oust the Southern oligarchy from its intrenched power in Washington.—From "The Crisis."

DIVISION OF PSYCHOLOGICAL SCIENCE RESEARCH
REL 7

INQUIRE INTO RAILROAD ACCOMMODATIONS

The New York Age, 11/2/18.

(Special to THE NEW YORK AGE.)

Jersey City, N. J.—The information that Director General of Railroads W. G. McAdoo has ordered an investigation to ascertain what accommodations are accorded colored Americans on railroads running in the South, and that there is a likelihood of conditions being bettered, was made known in a letter recently received by the Rev. Mrs. Florence Randolph from Ballard Dunn, Assistant Actuary.

The letter just received by the Rev. Mrs. Randolph follows:

My dear Rev. Randolph:

I am writing to acknowledge your letter of the 27th, ultimo, addressed to Mr. McAdoo, which he has referred to me for attention. The conditions which you describe therein as existing on the railroads in the South, over which you recently traveled, have been carefully noted, and I am having an investigation made to the end that in so far as possible they may be corrected.

I trust that when you make your proposed trip in November you may be able to write us of improved conditions and service.

Thanking you for your co-operation with us,

I am,

Yours for the Fourth Liberty Loan,

(Signed) BALLARD, DUNN,
Assistant Actuary.

The Rev. Mrs. Randolph, who resides at 103 Astor place, recently spent several weeks lecturing in the South. So frightful did she find accommodations for colored passengers that she made a vigorous complaint to Director General of Railroads McAdoo.

Chicago Defender 3/16/18

DEAN WILLIAM PICKENS.

WOULD PETITION FOR BETTER R. R. ACCOMMODATIONS IN TEXAS

Dallas Texas 67 prec

The Dallas

Dallas, Texas, Dec. 2, 1918.

To the Loyal and Self-respecting Men of Texas: 12/7/18

The accommodation or conveniences of Texas which the Railroads of our great State provide for and furnish the Negro passengers are too poor, inadequate and indescent. In that, the passengers, as a rule, are assigned to a compartment of the coach, with five or ten seats, and that cut off or compartment must serve both a smoker and a coach; and, as a rule, we are packed in that compartment like sardines in a box. Worse still our women and men are compelled to use the same toilet and which toliet is frequented by the male passengers from other coaches

Since many of our brave boys have gone over seas and given their lives to make "The world save for Democracy" we, their fathers should afford to loose a day and incur the the expense of a few dollars to ask the Director General the exponent of equal rights at home as well as abroad for better accommodations or conveniences for our wives and daughters.

If you are in harmony with this suggestion, write me to that effect and assist in a call for the date and place above named and see that every section of the State is well represented. I shall expect a hearing from all men who are interested in themselves and the race.

Yours truly,
M. M. RODGERS,
Box 1239 Dallas, Texas.

A LEADER FOR BETTER RAILROAD ACCOMMODATIONS

Dallas Texas 12

Dr. J. H. Lowery of Donaldsonville, La., has made the entire Negro population of the State of Louisiana his debtor for his activities in promoting better railroad accommodations for the colored people. The Doctor has given time, energy and money in this effort and he has gotten results. First of all he secured a hearing before the Railroad Commission of the State of Louisiana which gave the railroads six months to comply with an order to furnish to the colored passengers equal accommodation. The New Orleans, Texas, and Mexico Railroad failed to comply with this request and the Honorable Henry Jastromski, Secretary of the Railroad Commission, promptly issued an order to the officials of the State and demanded that they comply with the request of the Railroad Commission in providing equal accommodation for the colored people.

Dr. Lowery is enthusiastic in this movement and is fearless, at the same time conservative in demanding better accommodations for his people.

Dr. Lowery is a graduate of Straight University and our own Flint Medical College. He stands high in the fraternities of the State, being the Secretary of the Odd Fellows' Endowment fund and the Treasurer o the Independent Order of Tabernacle. He i the President of the State Civic League.

Dr. Lowery's effort for better railroad accommodations called for a very hearty edi torial endorsement from the Times-Picayun of this city which among other things, said

"It is not a question of having the Negroe use the same cars as the whites. The law of Louisiana, as well as those of the othe Southern states, provide for segregation an separate cars for the races, and the commission has not suggested any change in this respect and cannot make any, but as the Negroes pay the same rate for travel as the whites, it is insisted that they should have the same conveniences. as a matter of fact, the separate car laws of the South have been approved and declared constitutional by the courts on the ground that the Negroes under the law, while they get different cars from the whites, are entitled to and might receive the same treatment.

"This is not the case on many of the lines. The accommodations provided by the so-called 'Jim Crow' cars have been utterly unfit in many instances, and have been growing worse in some. Against this abuse there have been many just complaints on the part of the better class of Negroes, and those whites who have seen these cars will generally agree with them. The demoralizing influence of the inequality and injustice should be appreciated by all. It has naturally created ill feeling among the Negroes who travel by rail. We are trying to teach the Negroes respect for sanitation and cleanliness, and we cannot allow them to be taught at the same time the very opposite by the foul and unclean cars so often furnished them, lacking in the most primitive provisions for decency and cleanliness. In no better way can we show them how they ought to live than by requiring the railroads to treat them fairly and to set an example by giving them decent accommodations."

CIVIL WAR A FIRST DUTY

The South is insistent in its effort to keep the Negro down, but it is thoroughly inconsistent and illogical to fight to make the world safe for democracy and at the same time abuse and oppress one of the most loyal elements of our national life and an element very necessary to the success of our arms at this time.

So anxious is the Spartan of Spartanburg, S. C., "to keep the Negro in his place" that if the government control of railroads should result in the abolition of the separate car law it would lead to a civil war. These are the exact words of the Spartan:

Southwestern Advocate

"Bitterly as all of us in the South hate the Germans, should the government see fit to repeal the Jim Crow law, we would all consider that our first duty was to fight a civil war, and that is exactly what would take place."

May 11-18.

What is sedition any way? Is it not detrimental to the success of our Armies to carry such bitterness toward an element of our people that it would be considered a first duty to fight a civil war rather than to protect the interest of the country abroad? The separate car is a wicked abomination. Not that the Negro cares especially to ride with those who do not wish to ride with him, but it is little less than robbery to take from a people the same fare accepted of others and to give them the filthy, unsanitary, inconvenient accommodation

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 7

Jim Crow Car Laws - 1918

SUGGESTION RAISED STORM OF PROTEST

The Louisville News Feb. 2, 1918.

RUMOR SAYS BILL PART OF GERMAN PROPAGANDA TO INFLUENCE COLORED PEOPLE. AUTHOR TO BE INVESTIGATED

Last Tuesday night at a meeting of the Board of Aldermen, Mr. W. H. Zeiser, the Alderman who shocked all Louisville last week with a gigantic proposal to have the city take over the Louisville Railway Company, and trebly shocked the Colored population by his proposal to have Jim Crow street cars, giving conductors police powers, etc., quietly arose and withdrew the whole measure.

Attending the meeting were Rev. C. H. Parrish, Prof. A. E. Meyzeek and William Warley, who were there as a committee sent by the N. A. A. C. P. to watch the proceedings and do whatever they could against it.

The street car company evidently did not fear the bill as no representatives of the car company were present.

The Board o fAldermen was called to order at about 8:15 and the chairman at once began to call for report of committees. Finally he asked for the report of the Railroad Committee. Then Mr. Zeiser, an elderly gentleman witha distinctly German appearance and voice, arose and said:

"Mr. President, the Railroad Committee wishes to withdraw the street car bill in its present form." Whether the bill should be withdrawn was put to a vote and unanimously carried. That was all. The Colored men present waited no longer, but like the Arabs, folded their tents and stole away.

Fifteen minutes and this bill that had aroused and stirred fifty thousand people, was dead. The daily papers quote Mr. Geiser as saying he did not believe conditions are now ripe to put such a measure through, but that he will present a similar measure at a later date.

The N. A. A. C. P. committee was assured by high party men, that no such measure would ever pass the local council. And that had this one gotten to the Mayor he would have vetoed it without a minutes' hesitation.

A Significant Rumor.

The News has gotten wind of a rumor which it cannot verify without authority, and yet which comes from a source of sufficient weight to warrant publication. That rumor is that Federal authorities feel that Mr. Zeiser, being a German, is carrying out a part of Germany's propaganda to inflame the Colored people and spread discord by introducing such a measure as a Jim Crow law now, while this country is at war and needs the support of all its citizens, black and white.

The News frankly admits it takes little stock in such a rumor, although it could easily be true, but the point of view of The News is one of surprise, chagrin and disgust, that such a proposal should come from a Republican, of all men. That Zeiser says it is not an administration measure means nothing. The bill was discussed and properly drawn, and no one will believe that it was not discussed with other Republicans by the author. Despite assurances given the committee by Mr. Paul Burlingame, the Mayor's Secretary, when they accidentally met in the city hall Tuesday night, that the "Administration is a real friend of the Colored people," the fact remains that the actions of the men in power do not coincide with their words, and actions sure speak the louder and mean more.

MR. ZEIZER TALKS TO MEMBER OF THE RACE.

The News is informed that Mr. Zeiser called on a wellknown Colored man and denied any antipathy for the race. He said he introduced his street car bill because he believed in government ownership. He said the "jim crow" section was put in it because he had noticed how uncivilly and discourteously Colored people were treated by the whites, therefore to save Colored women from insults, incivility, etc., he though of separate cars. Ye gods! He meant the best, hesaid, for the Colored people and when he noticed how badly they were treated on the separate inter-urban cars he was sarry he introduced his "jim crow" proposition.

He said he had piles of letters commending that section from people who should be more Christian-like, but he would not be a cats-paw for them and he was through with that part of his bill.

He said he was a friend of the Colored people and would always be found fighting for them in the Council and City Hall.

He denied his bill was any part of a German propaganda, and asserted he was a good American, for this country, right or wrong. The gentleman with whom he talked was very much impressed, he said.

A NEGRO DOCTOR ON A PULLMAN

(I. Garland Penn, in the Baltimore Comonwealth).

A Negro physician, trained in a Methodist medical college, boarded a Pullman car in a certain city near the Mason-Dixon Line enroute to his home in a Southern State.

On entering the car he was the object of conversation and ridicule by a few Anglo-Saxons from John C. Calhoun's State, who were not accustomed to riding with the Negro. Much was said by the South Carolinians about the Negro for his benefit, but the Negro was of the sort to grin and bear, trusting that the Lord would take him through, as so often colored men must do under similar circumstances. The limited sped along at a fifty-mile-an-hour rate, when all at once, a hundred miles down the line, one of the South Carolinians was taken seriously ill with acute indigestion and the conversation and ridicule of the Negro ceased and turned to inquire if a physician was aboard the train. When every white passenger had been questioned the South Carolinian reached the Negro and blurted out: "Are you a preacher or a doctor?" The Negro answered politely, but assuringly, "I am a physician and surgeon." "Well," said the South Carolinian, "help this man."

The Negro physician said: "Gentlemen, your conversation when I first came into the car put me in a very embarrassing position. I have been anxious to serve your friend, but afraid to offer my services. It will please me to do all I can." The Negro physician proceeded to relieve the sufferer, see that he was taken to his berth and ministered to during the night. "No charge," was the reply made when money was offered, the physician remarking that in this case he was the Samaritan. The next morning the patient was in good condition, baring weakness, the party happy and the relieved one thankful.

The Negro physician having been up during the night, slept rather late the next morning, but the party, even though speeding through North Carolina, wanted the Negro physician to breakfast with them in the dining car on the first call. The South Carolinian went to his berth, got the doctor up and took him into the diner and ate with him. The doctor ate a "square meal forty miles long," so he says, and never had a better time in all his life. Thus essential to progress possessed and demonstrated and waiting one's opportunity wins non-essentials. Man's extremity is God's opportunity.

In the case of this Negro, he would not have passed for a dressed-up Negro, but a "darkey" with those South Carolinians if he had not the essentials and a chance to demonstrate them. The great work Methodism has done and is doing for the Negro is to give him the essentials, so that when the opportunity comes he is equal to it. Our schools give head, heart and hand culture, which are the essentials, and the essentials will win in due course of time, even in the South. And this writer believes that God in His Good time is going to furnish the opportunity.

N BEDFORD MASS STANDARD JUNE 27, 1918

A GROSS INJUSTICE.

An administration that owes its existence to the Solid South cannot but be embarrassed by the problem that has just been put up to it by the National Association for the advancement of Colored People.

S. P. Jones, a colored private in the United States army on his way to Camp Cody under orders, was expelled from the Pullman on which he was riding at Texarkana, although the transportation that had been furnished him called for Pullman accommodations. In its letter to Secretary Baker, Secretary John R. Shillady of the association says:

"This incident seems to put squarely up to the war department for decision whether the department will insist that enlisted men traveling under government orders shall be accorded the kind of service authorized by the government and provided for by the transportation furnished, to wit, service without discrimination in Pullman cars when Pullman service is authorized and provided by the department. The uniform of the United States at such a time as this should protect any citizen from indignity. Can the government of the United States consent to invidious distinctions between her soldiers, all alike, whether white or black, offering themselves in the service of their country?"

This is not the first case of the kind. Last March a colored officer, Lieutenant Tribbet, travelling on Pullman transportation furnished by the government, was taken from the train at Chickasha, Oklahoma, arrested, and fined $5 and costs. This matter was referred to the war department, which replied that it had been turned over to the judge advocate general. No action has been taken on it, the department evidently being afraid to touch it.

It is a gross injustice to colored citizens that they should be required to serve their country in war and then be arrested and fined by a southern state for doing it. Only last Sunday General Pershing bore witness to the good work done by colored soldiers in France. It will be strange if Secretary Baker does not take a firm stand to uphold the rights of colored men whether officers or privates, in the army.

Validity of "Jim-Crow" Law is Attacked

The Courier-Journal Louisville Dec 3-1918

(Associated Press.)

WASHINGTON, Dec. 3.—Validity of the Kentucky "Jim Crow" car law was attacked in appeals filed today in the Supreme Court by the South Covington and Cincinnati Street Railway and the Cincinnati, Covington and Erlanger Railway, which were convicted in lower courts for failing to provide separate coaches or compartments for negroes.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 7

CALLS DIRECTOR-GENERAL'S ATTENTION TO JIMCROWISM

Christian Recorder Jan 17-18

Letter of Dr. J. G. Robinson to Secretary McAdoo Regarding Unjust Treatment of Negroes on Common Carriers

The following letter has been written by Rev. J. G. Robinson, presiding elder of the Knoxville district of the East Tennessee Conference protesting against the United States Government upholding Jim Crowism.

Knoxville Tenn., Jan. 9, 1918.

Hon. Wm. G. McAdoo, Secretary of the Treasury and Director General of Railroads, Treasury Department, Washington, D. C.:

Dear Sir:

Your selection by President Wilson to be Director General of Railroads (in the light of all your actions since being in the President's Cabinet) is one of the best appointments of any kind made by Mr. Wilson since he became President.

When you put in operation the Liberty Loan Bond, you urged and allowed all classes of American citizens to subscribe for and buy these bonds. During your tours of the country you addressed both white and Negro citizens in interest of the sale of Liberty bonds, and Negroes everywhere purchased bonds, thus showing their patriotism and loyalty for the country.

Mr. McAdoo, the records at Washington, as you know, show that the Negro is loyal, patriotic, and has gone as far for the perpetuity of the nation, and to uphold the Stars and Stripes as any class of citizens anywhere to be found in the United States.

Right now, at the army camps, and cantonments where our soldiers are in training, are thousands of young Negro men, the flower of our homes, and the pride of our hearts; and they are anxious to go to the front and stand on the firing line, and bare their breasts to the enemy and do their part in helping to make the world safe for democracy.

We, who are giving up our sons, and doing so willingly, (my only son is now in camp), are wondering will the democracy for which we are fighting be real democracy—democracy for all the people?

For years the Negro has had to stand all sorts and kinds of filth, and be subjected to all manner of humiliations on the railroads, and in railroad stations. The Supreme Court of the United States has held heretofore, that nothing could be done to prevent these inhuman treatments, by the Washington Government because of power inherent in the states under what is termed State Rights.

Now that the railroads are under the supervision of the United States Government, I want to ask you, will it be your policy to continue to let the unjust discriminations stand, and let it be the subject of the discrimination by the government for which [illegible] are training to give up their lives to protect? Or will you let the strong arm of the government remedy these awful wrongs?

It is needless for me to try to tell you in detail of the unjust and iniquitous treatment that Negroes receive at the hands of the railroads in the South. It is unnecessary for me to describe the horrific methods resorted to, for the purpose of humiliating the Negro on the trains, and at railroad stations. To do so, would show a class of barbarism that seems impossible in a civilized country.

Now that the Secretary of War, Mr. Baker, is seeing to it that all soldiers, without regard to race or color, receive the same treatment; now that President Wilson is seeing to it, that all who fight in this war, shall be accorded the same treatment, may it not now fall to your lot to redeem the South from this dark blot, and see to it that this section of our beloved country act the truth in the carrying out of the laws which their law makers placed on the statute books, by seeing that equal accommodations are given to all who travel on the railroads?

You are a Southerner, and I am writing this letter in your once home town. Your record for fair play and a square deal for all, is established here. Thousands of Negroes throughout the country are now looking to you to undo a great wrong that has been done to them, and we believe you will do so. We believe you can, and will in harmony with the constitution of the United States so regulate the railroads operating in the South, so that Negro women and men who must travel and pay their fare be given humane treatment, and decent accommodations—accommodations in harmony with our patriotism, and in harmony with the statutes, which purports to give equal comfort, if not the eradication and abolition of those nefarious and unconstitutional acts which discriminate againt a helpless but patriotic, suffering and country-loving people.

I most respectfully wish to subscribe myself,

Yours faithfully,
(REV.) J. G. ROBINSON.

Presiding Elder Knoxville District, A. M. E. Church, 330 Temperance St., Knoxville, Tenn.

WHITES IN FRONT, NEGROES IN REAR

New Rule Goes Into Effect on Street Cars—Whites Exit by Front Door.

CHATTANOOGA TENN NEWS
MARCH 9, 1918

The new system of seating the white people in the front part of the street cars and the negroes in the rear was put into effect Tuesday morning by the Chattanooga Railway and Light company. In addition to this, the old tin sign that has heretofore presented such an unsightly appearance in the cars will be done away with entirely and will be replaced by bracket signs placed at each end of the cars, designating that the front part of the car is for white people and the rear section for colored people.

Tuesday morning as the passengers boarded the cars the conductors gave them instructions regarding the new ruling, which was carried out on most all of the lines without any confusion whatsoever.

With this new system of separating the white from the colored people, in accordance with the Jim Crow law, there is much more work for the motorman, because the white people will be required to exit from the front door and the negroes from the rear. This has been adopted by the car company in order to leave the back part of the street car free for the passengers just boarding the cars and to avoid the white people having to crowd back to the rear part of the car to get off.

The "Jim Crow" Jinx.

General Pershing has taken pains promptly and with emphasis, to deny the report that colored troops in France have been discriminated against in that they were selected for places of especial danger on the line. He says that the colored troops have been assigned to places in the American sectors with exactly the same method that applies to the selection of white troops; and he takes the additional pains to make it known that the colored troops have always comported themselves under fire in a manner to win admiration for their courage and endurance.

Thus it would seem that the colored American troops abroad are doing well and are being treated as becomes the soldiers of a republic.

But how about them at home?

It is pleasurable to state that the colored troops in cantonment have shown themselves as teachable and adaptable as the white troops, and that they give promise of maintaining, when once they reach the firing line, the record which the colored pioneers have already set up in France.

Nevertheless, they find themselves laboring under a discrimination over here which has been called to the attention of the higher ups of the war department without result. We refer to the obnoxious "Jim Crow" laws of the southern states which have been applied to men in the national uniform under circumstances which call for redress. It appears that both officers and men of the colored troops, though traveling on transportation authorized and purchased by the government, have not been permitted to ride in Pullman cars in some parts of the south—and one colored officer, so traveling, was arrested, taken from his train and fined. This occurrence took place as long ago as March 2, and it was promptly reported to the war department. Mr. Baker was then "three thousand miles away," learning some useful facts about war, and no action was taken. None has been taken. None has been taken since his return; and so far as one can learn, no steps have been taken to prevent a recurrence of such humiliation to the American uniform and the men who wear it.

The fact that Mr. Baker came from a southern state and from a family which sympathized with the Rebellion does not exempt him from seeing to it that there shall be no invidious distinction made between any classes of American soldiers who perform their duties properly and otherwise conduct themselves with decorum.

WILL THEY JIM-CROW GOVERNMENT SPEAKERS?

Advocate 6-14-18

WASHINGTON, May 28.—In view of the fact that more than fifty prominent Colored men in the country have accepted the invitation of the bureau of information here, coming through the office of Mr. Emmett J. Scott, to present the war aims of the government, The Washington Bee, in its issue last week, called upon Secretary McAdoo, director of the government-controlled railroads, to say whether or not these speakers would be segregated in jim-crow railroads when traveling. The Bee's request was in a strong editorial, and suggested that if these men were to perform this patriotic duty, which they cheerfully accepted, to enlighten their race on the war aims of the country, they ought not, in view of the fact that this war is one for world democracy and in the interest of the oppressed peoples of the world, to be subjected to unjust discrimination on railroads in some sections of this country.

Upheld By Supreme Court in Rock Island Dining Car Damage Suit.

NASHVILLE TENN BANNER
MARCH 9, 1918

The law providing for separate coaches for the white and Negro races was upheld by the Supreme Court to-day in the case of Mrs. Mattie Shelton and others against the Rock Island & Pacific Railroad. The plaintiffs, while on a trip from Memphis to Little Rock, entered a dining car and gave their orders. Soon afterward three Negro women came in and sat down at a table opposite them. Then three Negro train employes took seats at a table back of them. The white women objected and left the car.

The railroad, it seems, had a rule that after three dining car calls for white passengers, colored passengers and train employes are served.

In the lower court Mrs. Shelton was awarded $750 damages and the other two white women $250 each. The Supreme Court affirmed the decision but reduced Mrs. Shelton's damages to $250 and the other plaintiff's damages to $100 each. The Arkansas and Tennessee laws on the admixture of the races in such cases are the same.

AN INTOLERABLE CONDITION TO BE INVESTIGATED

The Montgomery Advertiser 10-6-18

Complaints have been made to the police department of the manner in which negroes are allowed to crowd the various street cars in the city, and that conductors and motormen permit the negroes to crowd the white passengers out of seats allotted them. Those making the complaints say the negroes are permitted to stand in the aisles on the cars and also crowd the rear entrance; and that after the cars leave Court Square no persons can enter them on this account.

Those making the complaints say they have appealed to conductors and motormen but they refuse to render help, and allow the conditions to exist. Chief of Police Potter Smith stated yesterday afternoon that he would give instructions to the police department at once, and that the crowding of the cars by the negroes in the future would be stopped. otherwise arrest would follow.

Jim Crow Car Laws — 1918

GOVERNMENTAL JIM-CROWISM!

Houston Observer 1-12-18

In his patriotic address delivered at the local municipal auditorium Sunday afternoon, June 23, Colonel Roscoe Conkling Simmons said: **"I HAVE MY LIBERTY BOND BUTTON AND I AM WEARING IT. I ONLY TAKE IT FROM MY HEART WHEN I RIDE THE JIM-CROW CARS. WHITE FOLKS CAN JIM-CROW ME, BUT THEY CAN'T JIM-CROW MY COUNTRY."**

This statement was greeted with vociferous and deafening applause and proved conclusively that the audience frowns upon Southern jim-crowism.

But had the colonel and the audience ever stopped to consider the fact that the Federal government has had charge of the railroads of this country since the latter part of December, 1917?

Previously it was the white South that jim-crowed the black American, but now it is the Federal government.

Despite governmental control, management and supervision; despite our endeavors on the battlefields of France to make democracy a world-wide political religion; despite our sacrifices for the perpetuity of the Republic, as well as universal freedom, liberty and human rights; despite all our contributions for the success of the allied cause and for the obliteration and eradication of militarism, despotism, autocracy, race prejudice and Prussianism—one-ninth of America's population cannot travel on railroads under Federal control and management without being subjected to rank and wilful discrimination and jim-crowism.

Not only is the American government jim-crowing its Liberty Bond Buttons, but it is likewise jim-crowing and discriminating against its own uniform and flag.

If one doubts this assertion, he has but to read of the Lieutenant Tribbett incident in Oklahoma a few months past, the recent occurrence at Texarkana, Ark., and many other cases in the Southern states, where colored American soldiers, on government business, have been victimized by discrimination and jim-crowism, while Uncle Sam is actively managing and controlling the railroads.

En route East a few days ago a Houstonian of repute was a passenger on the train with a detachment of black American soldiers from the regular army, occupying jim-crow cars, while white soldiers, on the selfsame train, were riding in palatial Pullmans. Some of the white soldiers, so it is stated, were in the jim-crow car and decried the accommodations given their brothers in black, who were offering their lives for the very government that had refused to give them first-class accommodations, and yet they are members of a first-class regiment, recognized as one of the best in the world.

Likewise their sisters, mothers, daughters, brothers, fathers and sons must be jim-crowed and yet pay the same fare as other first-class passengers.

It matters not how sick a member of our race may be, women included, it is impossible to travel in anything in the South but these shackly, ham-fat day coaches, where all the white train crew congregate, tell nasty jokes, smoke and hurl insults at every colored woman who has a decent appearance.

The white vender keeps all his junk stored up in the section reserved for colored American passengers and the conductor generally reserves two seats for his bag and belongings, ofttimes crowding passengers out of comfortable seats.

White and black prisoners often ride in the same coach with the best women, men and children of the colored race and no effort is ever put forth to provide other sections for them.

If convicts are too low and heinous to be among white people, by what method of reasoning should they be put among colored people? This is done both on the trains and in the depots.

In the known language of Colonel Simmons, The Observer is speaking for its people, "who cannot speak for themselves."

How long will the Federal government charge black Americans first-class fare in Dixie and then give them from second to 'steenth class service and accommodations?

Are the terms jim-crowism and Americanism synonymous? Do discrimination and democracy mean one and the same thing? Are they identical?

Let those in authority rise and speak to TWELVE MILLION (12,000,000) black Americans with actions, not words or promises. This age itself demands real action and not beautifully worded promises.

The colored American is not only willing, but he IS giving his all for America and her emblem—the Stars and Stripes; but he is tired of being the victim of jim-crowism, discrimination, segregation, disfranchisement, mob violence and other diabolical practices, which are daily and hourly heaped upon him and his loved ones, especially in the South.

These practices will do more to place a damper upon the colored man's patriotism than all the pro-German activities of a generation, and, if the Republic is wise and on to its job, these hellish and Hunnish practices will be numbered with the silent past—never to rise again to haunt and harass America's most loyal, devoted and patriotic citizens.

The Observer cannot see how this governmen can consistently and conscientiously jim-crow and discriminate against its own citizens because of their color, especially where they pay the same fare as that exacted from other Americans who purchase transportation on the Southern railroads.

The colored man does not seek the repeal of the separate coach law of the South, particularly; but he does ask and demand that the government see to it that he becomes the recipient of equal accommodations on the railroads of Dixie or a new tariff be put into effect as it concerns the black American on the Southern railroads.

The Observer does not see how the government can intentionally take what it knows does not belong to it; yet the present system witnesses the sad and sorrowful spectacle of one contingent of American citizens paying the government for something they never receive.

This is unfair and undemocratic and President Wilson and his official family must put an end to this nefarious and infamous jim-crowism and discrimination now in force against American citizens in the South.

One word from the chief executive of this nation can usher in a new era for America and particularly its colored citizens and at the same time solidify our forces in this Republic and nerve and enthuse us for the conflicts, domestic and foreign.

WILL PRESIDENT WILSON SAY THE WORD? Twelve million (12,000,000) Americans alone are eagerly waiting for him to speak and act. May the God of heaven give him strength and courage to rise above party, race and prejudice and liberate one-ninth of his citizens from the shackles of jim-crowism and discrimination. Amen!

A LOAD OFF HIS MIND.

The Journal and Guide.

While we don't like to impose upon our readers by giving space in our columns to the vaporings of the sickly-minded negrophobists, this effusion by one of the Southern newspaper correspondents in Washington is irresistible:

Washington, Jan. 5.—What hopes Southern darkies

may have had of riding in "white folk's cars," now that the government is operating them, were dispelled tonight.

It became officially known that state regulations providing "Jim Crow" cars will not be interfered with by the railroad administration. Indeed, all such regulations by state railroad commissions appeared likely to stand; for some time, at least, it was said.

"Colored people have had no hopes nor anticipated any changes in the laws of Southern States because of the temporary taking over of the railroads as a war measure by the Wilson administration. But it is apparent on the other hand, that some "white folks" have entertained grave fears that some benefit to the Negro would come out of it. If the man who sent out the above press dispatch was ignorant enough to believe that such an order would affect the separate car laws of the South, his want of knowledge approaches that of a dunce. He is, of course, conceited enough to believe that colored people want to ride in "white folks cars" in order to be in white folks company. Next to the conceit of the average negrophobist his ignorance is the most noticable thing about him.

To some white folks, like the person who sent out the above gratuitious reflection upon the intelligence of the colored people of the South, and upon his own common sense, the winning of the war is a secondary consideration, likewise all other great and important questions such as prohibition, woman suffrage and the like are secondary to the business of heckling the poor "Southern darkey." Take away from them the privilege of libeling the Negro and they would be without an issue of any sort. Having satisfied himself that the railroad administration would not compel him to associate with colored people in the open as he does in the dark, the correspondent in question may now turn his attention to the burning of American cities and industrial works by German spies, the distressing food situation confronting the allies, the contemplated drive on the Western front by the German army or the state of chaos in his own country with which the food administration, the fuel administration and congress are wrestling.

While other Americans, white and colored, were thinking of the paramount importance of the President's action as a measure for expediting war preparations and relieving internal strain caused by congested transportation facilities, the insect who framed that press dispatch, and hundreds of his species, were thinking only of the possibility of the order upsetting some of their practises that lend a superficial dignity to a fictitious caste.

"JIM CROW" LAWS.

AUSTIN TEXAS STATESMAN
MARCH 8, 1918

Some of the negroes—not our own negroes, but those of the North and East—strenuously objected to "Jim Crow" laws providing for segregation of the races in passenger and street car traffic in the South. These Eastern and Northern negroes should visit Austin and ride our "one-ma[illegible]" They would go away convinced that, thanks to the traction company, the "Jim Crow" law is a greater nuisance to the whites than to the negroes.

For instance: A white man boards the "dinky" with his wife, the latter dressed all in white and bound for some social gathering. At a certain corner two or three negro laborers clad in greasy overalls board the car. The car being overcrowded the white man and his wife are standing up. The negro laborers press by them—and the white woman's dress is a ruin. The negroes are not to blame. They must reach the rear of the car, according to the "Jim Crow" regulations, and to do so they must pass the white women standing in the aisle. They do not wish to harm the dresses of these women, but aisles are narrow and grease "comes off" very easily.

Such an incident actually occurred yesterday, and, no doubt, the day before yesterday and the day before that, as well. Of course, the women whose dresses are spoiled may comfort themselves with the reflection that the traction company may save money through the operation of the "dinkys." But is that really a comforting reflection?

GOOD WORK, MR. McADOO, BUT—

It is very encouraging indeed to note the position of Director General William G. McAdoo, regarding the increase in wages for employees of the railroads in this country.

He specifically states that where colored employees do the same class of work as white laborers or artisans or mechanics, they shall receive the same compensation.

This is fair and equitable and commendable and other private establishments would do well to emulate this worthy example of democracy in the industrial world, as regards salaries for competent and efficient service.

This act is good work, Mr. McAdoo, but—

What about the railroad accommodations for these same men, their families and their brothers and sisters racially, in the South?

How long will the government receive their money for first-class fare and then give them second, third and fourth class service?

Will Mr. McAdoo and his colleagues and advisers think enough of the welfare of the millions of black citizens of the South to see that they receive equal accommodations on the railroads in this part of the country?

Is it fair for a race soldier, who has offered himself to die on the battlefields of France for this government, to be forced to ride in a dingy, insanitary and incommodious coach when on a furlough or when some colored officer is sent into the South on military duty for the successful prosecution of the present contest?

NEW STATUS OF THE "JIM CROW" CAR.

The Government has taken over the railroads of the country. This is a long advance toward socialism. It is one of the strange things of the times that socialism is opposed to war and yet the war is bringing socialism faster than the most ardent socialist could have hoped for. the new york age Jan 5, '18.

But there is another outcome of this action; it gives the "Jim Crow" car an entirely new status. Whenever the question of "Jim Crow" cars has come up before the Supreme Court, it has been held that the regulation of such matters was purely a State affair. Now that the Federal Government is in charge of all the railroads, State laws have no control.

Now some of our readers are going to ask at once, "Will the **Government of the United States run Jim Crow cars?" And we will** answer them quite promptly and say that the Government of the United States, that is the present Government of the United States, will run "Jim Crow" cars if we don't take steps to stop it.

This action on the part of the Government offers the best opportunity ever given to put up a fight on the "Jim Crow" car. It can be put up on two grounds: on the ground that the abolishment of the "Jim Crow" car will further the purpose in taking over the railroads, in that it will conserve transportation, and on the grounds that the Federal Government cannot discriminate in such a manner between the citizens of the country.

It is a nice compliment paid the race to appoint a delegation of leading ministers, journalists, educators, business men and

WHAT IS THE RACE'S STATUS?

The Observer, even before war was declared against Germany, expressed itself as being favorable to governmental ownership and management of the railroads of this country.

In fact, this paper believes that the ultimate efficiency and progress of this country warrant governmental ownership and management of all public utilities.

Scores of American cities have tired of being held up and flim-flammed by water and electric light corporations and consequently we have municipally owned waterworks systems and electric light plants, thus insuring better and more efficient service.

The government's assumption of the control of all the railroads in America last month demonstrated the startling fact that our business organizations and institutions need co-operation rather than competition.

Efficiency is the outgrowth of co-operation: working together in such a systematic and harmonious manner as to eliminate all friction and bitterness.

The government has always maintained a living scale of wages for its employees without regard to color or creed; the only prerequisite has been the ability to deliver the goods.

In the postoffice department a race man's money will secure him the same stamps and carry his mail to the same destination as that of any other race.

The color of an individual's skin does not determine the kind of stamps nor handling of the mail.

Under this fair and democratic method the postoffice department has developed into the most efficient of any public utility service in the world and annually proves itself a money-making proposition.

Knowing this to be the government's policy as cited in the postoffice service, The Observer has believed in governmental ownership and management of railroads—provided the usual red tape is shelved—as about the race's only chance to get its money's worth from the railroads in Dixie.

Under private ownership and management the Negroes of the South are FORCED TO PAY FIRST-CLASS FARE, BUT ARE DENIED FIRST-CLASS SERVICE.

We pay the same railroad fare as the occupants of chair cars, parlor cars, diners, first-class day coaches and Pullmans, but if we stick our heads inside one our name is "Dennis."

The female members of our race are forced to ride, eat and sleep in small sections of insanitary and filthy second, third and fourth-class day coaches, which serve as day, chair, dining and parlor cars, as well as Pullmans, but (our women) possessing a FIRST-CLASS TICKET.

The Observer does not here request nor implore the government to repeal the separate car laws of the South (we like to be to ourselves and let alone), but it does demand that EQUAL ACCOMMODATIONS be given us or a new tariff put into effect at once.

Read what the Houston Post, one of the leading democratic dailies of the South, has to say:

> The Social Equalityites seem to think the Southern Negroes object to separation. That is not true. When they object to jim crow laws and other separation measures it is because they are not receiving equal service for their money. And surely nobody will deny that a Negro is entitled to as much for his money as a white man is.

For years the Southern railroads have been robbing and openly stealing from us by selling us a first-class ticket, when they knew full well that they were not going to accord us first-class service.

Will the government—which believes in honesty, fairness and justice to all men irrespective of color or previous condition of servitude or affluence—pursue this same dishonest and felonious practice upon our people?

While mapping out your program along other lines, Director General McAdoo, let you and your colleagues and advisers remember that ten million (10,000,000) of your most loyal and patriotic citizens are treated worse than cattle on the railroads of the South.

We know that you are taxed and heavy-laden with momentous traffic and transportation problems, but our complaint is timely and deserves your immediate consideration.

We only ask you to see to it that we become the recipients of EQUAL RAILROAD ACCOMMODATIONS in Dixie or put into operation a cheaper tariff as it affects our people.

Some will argue that to add additional coaches to satisfy our just demands and deserts will seriously impede the progress of the trains and that when speed and conservation of equipment and rolling stock are imperative.

There is not a city in the South that operates special street cars nor interurban cars for the two races; then why is it necessary for the railroads?

Only signs separate the black and white races of the South on street cars and only partitions are employed for separating the two races in day coaches on the railroads, where one end is used as a smoker for WHITE MEN ONLY.

Since this method of separating the races has proven satisfactory and feasible as hereinbefore cited, why not permit it to go all the way in chair cars, diners, Pullmans, etc.?

Remember, gentlemen, that the government can not afford to highway rob or hold up (nor even sanction or tolerate the ...e part of its citizens simply on account of color, as the ...railroads have been doing for about three score years.

If governmental management does not mean EQUAL ACCOMMODATIONS FOR ALL PASSENGERS ON ALL RAILROAD TRAINS THROUGHOUT THIS REPUBLIC, then democracy is only a theoretical preachment and is political palaver of the deepest dye and is headed post haste to the pallid shades of Erebus and to the Plutocratic habitations.

TAKING THEIR MEASURE.

The New York World is now engaged in doing what we have been doing in The Age for several years; it is taking the measure of the Southern statesmen who are at present running the Government and is giving the results to the public. The World finds that various Democratic Congressmen are dubious about the Administration Railroad Bill, because they "fear the proposed legislation with the 'Jim Crow' laws of the South."

The World goes on to say that the Democracy of the South is largely a "Jim Crow" Democracy; that to keep the Negro out of the white man's railroad cars is a subject that would naturally appeal to the average Southern Democrat. It ends a scathing editorial with the following words: "Making the world safe for democracy is not half so important as keeping the South safe for Jim Crowism."

When the World says that keeping the Negro out of the white man's railroad cars is a subject that would naturally appeal to the average Southern Democrat, does the World not also know that it is the only kind of a subject that ever appeals to the average Southern Democrat?

As we have repeatedly tried to show, the average Southern Congressman gets there mainly on his record as a Negro hater and his ability to express his hatred in campaign speeches. When he goes to Congress the "folks down home" expect of him just two things, to get Federal appropriations for his district and to keep the Negro down; even if he fails on the appropriations, he must not give the Negro a chance. So he waits for an opportunity to make his anti-Negro speech in which he gives an imitation of Tillman twenty years ago, introduces a bill making it illegal for Negroes to ride in the Washington street cars, sends all the printed matter on his efforts back to his constituents and feels that duty well done assures him reelection.

How can it be expected that the limited mentality and vision which is necessary for such a career will ever allow a man to rise up where the horizon stretches beyond the Negro question in his own

Congressional district and his own State? When a railroad bill or any other kind of bill comes up, if it in any way makes an opening for greater justice and opportunity for the Negro he is against it, no matter how much the general welfare of the nation may depend upon it.

Let Southern statesmen and the Administration, too, bear this in mind, the status of the "Jim Crow" car under Federal management is coming up to plague them. The World says that Southern Democrats are dubious about the Administration Railroad Bill because of the "Jim Crow" car question; we wish to add that the Administration, if the truth were told, is itself dubious about the bill on the same point.

It is sometimes with feelings of awe and sometimes with feelings of pity that we watch the Adminstration performing the wonderful feat of driving the gallant and fiery steed of Equal Justice For All The Peoples Of The World, hitched to the stubborn and balking mule of Injustice And Unequal Treatment For The Colored People Of America.

THE W. B. & A. RAILROAD

The Washington, Baltimore and Annapolis railway received so many complaints about the actions of "beastly drunk" colored passengers on the cars between here and Washington that it decided wherever possible to provide separate coaches for the races between the two cities.

Attempt to force Mr. G. David Houston into a separate car on Thursday night of last week, was frustrated by Mr. Houston's insistence upon sitting where he pleased. A protest to the Railway Company's General Office, located in the Terminal Station, elicited the following reply. Mr. Houston is well known in this city, where he was head of the department of English in the High School several years ago. He is now professor and head of the Department of English in Howard University in Washington. The letter follows:—

Mr. G. David Houston
Howard University
Washington, D. C.
Dear Sir:

Afro-American Jan. 26—18

"Your letter of the 11th instant is hereby acknowledged, and in reply wish to state that since the supposed dry law went into effect in Washington on November 1st, there has been a tremendous travel of colored people, who carry empty bags and suitcases to Baltimore, and return to Washington laden with whiskey. During the time they are in Baltimore, and in some instances on their way back to Washington, they become beastly intoxicated, and it was only in the interest of common decency that there was an attempt made to segregate this crowd. Your letter, of course, would indicate that you were not to be classed with this type of whiskey messenger. The actions of the three drunken white men should not have been permitted by our conductor, and we will take the matter up promptly.

"You state in your letter that you have used our line since operation, and this is the first unfortunate experience you have had. This should be an indication of the company's policy. The travel above referred to is detrimental to the best interests of this property, and we are endeavoring now to bring every pressure to bear to eliminate the conditions of which we have received so many complaints since liquor was banned in Washington.

"J. J. DOYLE,
V. President and General Manager."

As stated in last week's Afro-American, the car in which Mr. Houston returned to Washington was kept in continual excitement by three hilariously drunk white men and two drunken white women. The rear car into which the colored passengers were expected to ride carried a clergyman and several soldiers from Camp Meade, all self respecting colored persons, none of them either beastly or hilariously drunk.

On the other hand the Afro-American knows of an instance where sixty passengers on a W. B. and A. car were arrested for carrying whiskey into Washington, and fifty of this number were white men. For this reason, if no other the officials of the Electric Line should cooperate with the police departments of this city and Washington in the effort to preserve good order and to discourage breach of the peace by turning the offenders over to the law for punishment. The Afro-American has no sympathy with drunken passengers who disturb the peace and make themselves a general nuisance. Neither ought we have any sympathy with a company that cannot preserve good order for the safety of its passengers.

If the Electric Line desires to eliminate the condition of which many patrons complain, it is proceeding in the wrong direction, when it begins by putting all colored people in one car and all white people in another. In the first place, respectable colored people won't stand for it. They have no more desire to ride with disorderly drunken people than other respectable folk have.

In the second place it would seem a vastly more logical way of attacking the problem if the company would refuse to haul any "beastly drunk" and disorderly passengers. If, however, it still desires to earn these drunken folks' dollars, why not utilize the rear car for them exclusively. Call it the "Drunk's Special," and then force both white and colored tipsters into it.

All white people are not orderly and respectable, and neither are all colored people. The line of division is between drunk and sober, respectable and not respectable. and not between colored people and white people. It is to be hoped that the W. B. and A. will see this.

A PROCLAMATION

December 28, the President of the United States issued a proclamation giving the government of the United States charge of all the railroads in the country. As we understand it, it is a war necessity and is sweeping in its scope, in that a Cabinet officer is made director general, so there shall be no misgivings as to who is in control. St Louis Argus Jan 4—1918

The Colored people of this country have looked with favor on the plan because government ownership of railroads immediately abolishes the "Jim Crow" cars through the South, which have been a menace to the health and comfort of those of the race who have been compelled to ride in such cars under the prevailing conditions.

Already, as a result of the proclamation, hundreds of cars have been discontinued to conserve steam and man power which can be used in other channels to help win the war. The railroads have been compelled to carry the cursed "Jim Crow" car which is the price of the race prejudice. The state laws which permitted the practice, will have no standing before the executive order of the President of the United States.

Another phase of the question is, it is supposed that the government, if the United States fosters no discrimination against any class of its citizens on account of race, color or previous condition. If that is true, then, goodbye "Jim Crow" cars on all railroads.

If the local directors whose duties it shall be to carry out the President's order fail to discontinue the "Jim Crow" cars on the railroads, then, it will be the duty of Director General McAdoo to issue an order to that effect.

The enforcement of this order will have a far reaching effect upon the municipalities of the South which have separate street car systems, in that it will enable them to better see the folly of their actions. and. no doubt. will seek to amend.

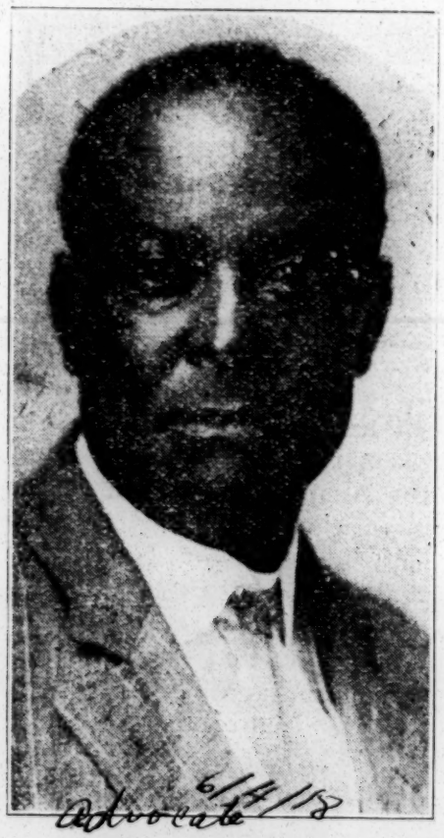
Jim Crow Car Laws. — 1918

MR. McADOO'S BUREAU OF COMPLAINT

During the past week, Director General, the Hon. William McAdoo, has created a Bureau of Complaint and has asked the traveling public to "suggest and complain" with regard to service received at the hands of the employees. We are pleased to hear this statement coming from Mr. McAdoo, especially so since he is clothed with full power to grant or reject, to remedy or sustain any condition affecting the welfare of the traveling public. We shall take him at his word and **hereby** register the complaint of **twelve million loyal Americans** who have been subjected to untold suffering and abuse at the hands of the employees of the railroads. We most solemnly affirm that the men, women and children of the Negro race have not a decent place to travel on the railroads throughout the Southland in this country. They are denied the ordinary comforts of something to eat and a place to sleep, while they are required to pay a first-class fare. Soldiers in uniform, women and children of our race, are directed to the dingy dirty compartment of passenger trains and are forced to remain there during thousands of miles of travel, to the detriment of their health.

Surely our complaint is based on right and justice. The heartbeat of twelve millions of the Negro race, those who travel and those who do not, join us in this appeal.

If Mr. McAdoo would render a great service to his country; if he would render a great service to the cause of humanity; if he would render a great service in the support of real democracy, then let him **abolish** what are known as the Jim Crow Laws on all the railroads in this country.



DR. J. H. LOWERY